

*MAY 20 1918  
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# The Commercial & Financial Chronicle

INCLUDING

Bank & Quotation Section  
Railway Earnings Section

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Railway & Industrial Section  
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Electric Railway Section  
State and City Section

VOL. 106.

NEW YORK, MAY 18 1918.

NO. 2760.

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Travelers' Letters of Credit

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VOL. 106

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NO. 2760

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Published every Saturday morning by WILLIAM B. DANA COMPANY.  
Jacob Selbert Jr., President and Treasurer; Arnold G. Dana, Vice-President and  
Secretary. Addressess of both, Office of the Company.

### CLEARING HOUSE RETURNS.

The following table, made up by telegraph, &c., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day have been \$6,731,715,869, against \$6,474,243,365 last week and \$5,700,046,287 the corresponding week last year.

Clearings—Returns by Telegraph. Week ending May 18.	1918.	1917.	Per Cent.
New York.....	\$3,147,585,068	\$2,673,138,177	+17.8
Chicago.....	430,366,224	433,862,535	-0.8
Philadelphia.....	337,553,532	295,429,063	+14.3
Boston.....	261,415,514	192,657,054	+35.7
Kansas City.....	150,952,113	117,960,812	+28.8
St. Louis.....	130,609,635	118,172,277	+10.5
San Francisco.....	91,930,409	79,532,577	+15.6
Pittsburgh.....	92,961,627	60,842,078	+52.8
Detroit.....	56,978,510	54,750,177	+4.1
Baltimore.....	53,315,899	36,686,128	+45.3
New Orleans.....	52,705,894	33,767,890	+56.1
Eleven cities, 5 days.....	\$4,806,374,425	\$4,096,798,768	+17.3
Other cities, 5 days.....	799,843,762	675,014,207	+18.5
Total all cities, 5 days.....	\$5,606,218,187	\$4,771,812,975	+17.5
All cities, 1 day.....	1,125,497,682	928,233,312	+21.2
Total all cities for week.....	\$6,731,715,869	\$5,700,046,287	+18.1

The full details for the week covered by the above will be given next Saturday. We cannot furnish them to-day, clearings being made up by the clearing houses at noon on Saturday, and hence in the above the last day of the week has to be in all cases estimated, as we go to press Friday night.

Detailed figures for the week ending May 11 follow:

Clearings at—	Week ending May 11.				
	1918.	1917.	Inc. or Dec.	1916.	1915.
New York.....	\$3,510,362,896	3,456,625,412	+1.3	2,577,122,516	2,054,460,074
Philadelphia.....	400,393,497	356,236,291	+12.4	229,158,532	147,748,576
Pittsburgh.....	128,545,108	70,099,614	+6.9	58,506,605	46,140,210
Baltimore.....	64,513,991	42,218,627	+5.8	40,177,217	31,492,725
Buffalo.....	21,909,966	18,558,930	+12.7	14,872,436	12,198,310
Washington.....	16,106,064	11,647,759	+29.7	9,618,062	8,494,372
Albany.....	4,900,000	5,059,748	-3.2	4,589,865	5,887,690
Rochester.....	7,055,487	6,614,198	+7.1	5,583,564	4,890,623
Scranton.....	3,600,000	3,588,570	+0.3	3,058,117	3,627,825
Syracuse.....	4,661,387	4,063,282	+14.7	3,111,395	3,027,579
Reading.....	3,200,000	3,011,619	+6.3	2,441,109	2,005,773
Wilmington.....	3,416,495	3,168,108	+7.8	2,802,140	1,995,458
Wilkes-Barre.....	2,393,001	1,933,062	+8.2	1,682,743	1,637,667
Wheeling.....	3,808,474	3,556,180	+7.1	2,370,238	2,173,631
Trenton.....	3,105,720	2,504,870	+20.4	2,223,478	1,821,897
York.....	1,391,603	1,255,144	+10.8	1,024,946	921,642
Lancaster.....	2,633,435	2,120,191	+24.2	2,070,238	1,540,410
Erie.....	2,385,263	1,876,442	+26.1	1,477,343	1,044,238
Binghamton.....	903,349	1,124,300	-19.8	930,900	799,600
Greensburg.....	1,252,689	710,180	+76.3	900,000	839,711
Chester.....	1,711,388	1,373,086	+24.6	1,175,525	728,262
Altoona.....	782,398	690,422	+13.3	645,549	643,858
Montclair.....	419,619	550,438	-24.0	518,436	482,396
Total Middle.....	4,188,392,029	4,004,586,473	+4.6	2,966,030,954	2,334,705,819
Boston.....	307,496,431	220,893,008	+39.2	196,321,373	163,136,380
Providence.....	11,234,100	9,180,800	+22.4	8,569,900	7,867,400
Hartford.....	8,778,109	8,976,512	-2.2	7,776,463	6,375,050
New Haven.....	5,194,986	5,000,000	+3.9	4,517,131	4,255,781
Springfield.....	3,850,038	3,913,394	-2.4	3,959,629	3,518,107
Portland.....	2,850,000	2,900,000	-1.7	2,405,452	2,025,000
Worcester.....	3,628,910	3,247,481	+11.7	3,632,233	3,025,698
Fall River.....	2,808,109	2,590,898	+8.4	1,506,898	1,412,074
New Bedford.....	1,873,889	1,899,636	-12.7	1,426,299	1,079,216
Lowell.....	1,324,107	1,233,017	+7.4	1,062,786	979,462
Holyoke.....	767,348	832,886	-7.8	839,818	743,666
Bangor.....	750,000	673,639	+11.3	718,934	439,238
Tot. New Eng.....	350,556,027	261,421,271	+34.1	232,776,920	194,857,072

Clearings at—	Week ending May 11.				
	1918.	1917.	Inc. or Dec.	1916.	1915.
Chicago.....	\$	\$	%	\$	\$
Cincinnati.....	502,120,514	504,795,905	-0.5	369,653,386	317,109,170
Cleveland.....	61,319,216	39,844,500	+53.9	33,530,650	25,916,250
Detroit.....	70,558,138	66,744,451	+19.2	39,543,916	32,928,051
Milwaukee.....	53,792,616	54,904,770	-2.0	40,326,886	29,333,353
Indianapolis.....	27,732,886	25,391,723	+9.2	19,699,486	16,096,422
Columbus.....	13,602,000	14,691,000	-6.9	10,590,345	8,436,437
Toledo.....	10,364,200	10,491,000	-1.2	8,539,500	6,767,700
Peoria.....	10,348,986	11,270,402	-8.2	8,914,057	6,718,250
Grand Rapids.....	5,600,000	5,500,000	+1.8	3,173,421	2,698,107
Dayton.....	3,919,788	3,387,048	+15.7	4,123,800	3,738,079
Evansville.....	4,596,779	3,357,882	+36.9	1,606,570	1,436,569
Ft. Wayne.....	1,398,343	1,510,349	-7.6	1,390,199	1,422,621
Youngstown.....	2,255,872	2,537,987	-7.4	2,002,682	1,564,898
Springfield, Ill.....	2,295,249	2,088,762	+9.9	1,424,623	1,095,198
Rockford.....	2,121,437	1,643,523	+29.1	1,275,127	1,187,951
Akron.....	5,480,000	5,290,000	+3.6	3,488,000	1,991,000
Lexington.....	800,000	540,514	+48.1	714,001	709,534
Canton.....	2,807,044	3,809,136	-26.3	2,404,020	2,250,000
Quincy.....	1,496,710	1,100,479	+33.3	989,836	691,611
Bloomington.....	1,550,920	1,204,963	+28.7	804,464	599,194
South Bend.....	1,526,069	1,100,000	+38.7	989,597	812,480
Decatur.....	1,187,125	839,719	+41.4	666,570	446,156
Mansfield.....	1,076,885	943,256	+10.9	652,024	553,689
Springfield, O.....	1,143,216	1,178,068	-3.0	880,980	935,292
Danville.....	631,443	589,131	+7.1	631,668	601,422
Lima.....	1,013,282	829,092	+22.2	695,705	575,000
Jacksonville, Ill.....	506,471	402,745	+25.8	300,131	275,472
Ann Arbor.....	344,463	467,621	-26.3	375,361	251,817
Adrian.....	78,761	129,373	-39.4	87,041	84,885
Owensboro.....	1,000,000	581,805	+71.9	333,233	371,609
Landing.....	1,050,000	1,233,304	-14.8	1,010,958	732,387
Tot. Mid. West.....	808,880,930	774,189,881	+4.5	564,191,156	470,621,517
San Francisco.....	114,643,599				

**THE FINANCIAL SITUATION.**

The stock market has continued its upward course the present week, in even more pronounced fashion than last week. In numerous instances the advances in prices have been much more spectacular than those of the previous week. The pace has been fast and furious. In not a few cases prices have been carried up to dizzy heights, recovering in two weeks the losses of the last two years. Reactions have followed and have been wholesome and healthy. Trading has been steadily growing in volume, yesterday having been the seventh successive full day (Saturday is always a half-holiday) on which aggregate transactions exceeded 1,000,000 shares per day. Indeed, the latter part of the week, there was one day when the dealings came nearer 2,000,000 shares than 1,000,000 shares, aggregate sales on Thursday having been 1,747,600 shares, though yesterday (Friday) they got down to 1,096,862 shares again.

The question whether in some few or even in numerous cases, the rise has not been carried beyond the limit of prudence is not so important as the circumstance that during the last two weeks there has come a complete revival of confidence. Previously there had been a steady decline in values, continuing with greater or smaller interruptions for a year and a half—barring the spurt upward at the very close of 1917 (occurred by Government assumption of the control of the railroads) and continuing into the new year—with violent declines on numerous occasions, the aggregate shrinkage reaching huge dimensions. The sudden change now, when least expected, is not only welcome, but significant. It seemed for a long time as if the country's entry into the war and the consequent necessity of Government borrowing on an unparalleled scale, had so altered standards of values that market prices of securities were doomed indefinitely to a downward course. No point of depression seemed too low; and confidence not only kept waning, but appeared to be altogether gone. It is now evident that some value is left in securities, even taking the very worst view of things; and hope is again reviving.

Confidence grows upon what it feeds; and the improvement already recorded is apparently harbinger of further improvement to come. Gloomy views are being relegated to the dead past and brighter visions once more find acceptance. It is well that this should be so. The altered tone will be of great service in financing the gigantic needs of the country in connection with the war. The new Third Liberty 4½s have been about the only weak feature this week in a rising security market, the bonds having dropped to 97.52 and closing yesterday at 97.84. But that indicates nothing except that with the Government borrowing in billions, the supply temporarily exceeds the demand, and that with the prospect of future loans impending, the credit of the Government at the moment is not established on a 4½% basis. In the meantime, the advance in general prices on the Stock Exchange cannot fail to have a beneficial effect, even on the Government bond market, and after the temporary selling pressure has been removed, market values of Government bonds should also respond to the tonic effect of Stock Exchange improvement.

One of the stimulating events of the week, giving new life and vigor to the upward movement of prices, has been the announcement, contained in the daily

papers Tuesday morning, that the advisers of the Director-General of Railroads had recommended an advance in freight and passenger rates of very substantial proportions. An advance of not less than 25%, it was estimated, would be necessary. This had a quickening effect and railroad shares responded with an advance of several points all around, industrial properties for the time being yielding precedence in that respect to the railroad shares, though later the industrial list again took the lead in a still more pronounced rise.

Some critics profess inability to see why an advance in traffic rates should exert any influence upon the value of railroad shares, seeing that the increased rates will not swell the treasuries of the different companies but will go into the coffers of the Government, the rental to be paid to the companies being based entirely upon past income and being wholly independent of the rates that may be charged during the period of Government control. It is true that the companies will receive no greater compensation from the Government for the use of their property even if rates are raised as contemplated. But that point has reference merely to the immediate present. In its larger aspects the proposed increase in rates is of the utmost importance to the shareholders of the roads. The Wage Commission appointed by the Director-General of Railroads has just recommended a huge all-around increase in wages estimated to add \$300,000,000 to the annual pay-roll of the carriers. At the same time fuel, materials and supplies are all on a substantially higher basis than twelve months ago. Even without these added outlays railroad operating costs have been steadily rising for several years. And yet the Inter-State Commerce Commission denied authority to the carriers to put in effect higher schedules of rates, such advances as were actually permitted being isolated and trifling, and very grudgingly granted.

If now under the further great advance in wages and the other increases in operating cost the Government should undertake to administer the railroads for a longer or shorter period without seeking an offset in the shape of higher rates, then, when after the ending of the period of Government control the properties were returned to their owners the latter would get them back under conditions that would mean practical bankruptcy under private management. In that contingency, the companies would find themselves saddled with permanently higher pay rolls and with the same difficulty in obtaining recompense through increased rates as during the period before control was yielded up to the Government.

That grave menace against the solvency of the entire railroad system of the country will be avoided if rates are now advanced in a substantial manner as proposed. Under the proposed increase the properties when returned to their owners will be on a paying basis. The Inter-State Commerce Commission may again evince a disposition to treat the carriers in the old fashion and engage in attempts to revise rates downward, but the process will now be difficult where before the mere say-so of the Commission was deemed sufficient in public estimation. Manifestly if the higher level of rates is necessary during the period of Government control, it will be hard to find plausible ground for lowering the level under private management when all the main elements making for higher operating costs remain in force.

This explains why the contemplated advance in rates was greeted with such enthusiasm on the Stock Exchange and was followed by a large and general advance in prices throughout the railroad list. The step affords assurance that the railroad properties will have a future ahead of them, when Government control ends, a thing which until this week's announcement appeared in grave doubt. We observe a disposition in certain quarters to question whether there is really any need for any such large and general advance in rates as is now suggested. A moment's consideration will show that the necessity for higher rates is extremely urgent and that it must be of very considerable proportions. Take the question of railroad wages alone. In the report of Mr. McAdoo's Wage Commission there is a table going to show the prodigious advances in wages already made during 1916 and 1917 and the further increases now to be made upon the recommendation of the Commission. Taking the number of men employed at the end of 1917 it is found that on the basis of the wages prevailing during the year ending June 30 1915 the payroll of the carriers would have been \$1,611,567,384; on the basis of the wages prevailing in 1917 this same number of men actually earned \$1,917,419,220, while on the basis of the wages recommended by the Wage Commission the pay roll will be no less than \$2,205,432,938. Here therefore is an increase of \$593,865,554 or 36.85%. As the advances in rates thus far granted have been of very limited extent, applicable only on special classes of freight, and reaching merely a meagre total in the aggregate, a general increase now of 25% cannot be regarded as any too large. If it errs it is in being too small, considering how prices of fuel, materials, and supplies have risen in addition to wages.

But even if this were not so, this is no time for splitting hairs. To say that unified control in Government hands should offer the possibility of important savings and economies is to invite consideration of trivial matters at a time when the carriers are threatened with an avalanche that may at any time engulf them in destruction. Petty means of that kind were always employed in the arguments adduced before the Commerce Commission when the carriers petitioned for an advance in rates and that body, unfortunately, was only too ready to yield to the same. It was this narrow and short-sighted policy of the Commission that reduced the carriers to such a state that when the country's dire need came with the declaration of war against Germany the roads found themselves unable to cope with the extra burdens imposed upon them. Public sentiment will not tolerate trifling of that nature on the present occasion. This is a time for whole-souled action in a whole-souled way.

Gold production in the Transvaal, while at a little greater per diem than in all earlier months of 1918, showed some decline from all months in 1917 except December, and furnished a smaller output than for the corresponding period of preceding years back to and including 1915. It is evident, therefore, without specific advices to that effect, either that heavy rainfall was still a more or less potent factor in holding down production, or that the quantity or efficiency of labor or both was below normal. This is predicated on the assumption that there has been no appreciable decline in the quality

of the ore mined. Briefly, the average daily yield of the mines for April was 23,903 fine ounces, giving a total of 717,099 fine ounces for the month, this comparing with 24,759 fine ounces and 742,778 fine ounces in 1917 and 25,156 fine ounces and 754,672 fine ounces in 1916. For the four months the output reaches a total well below last year, 2,787,321 fine ounces contrasting with 3,033,827 fine ounces and there is a falling off of 305,101 fine ounces from the four months of 1916.

Building constructions returns for the United States for the month of April 1918 reflect, as did the statements for preceding periods of the current calendar year, the decided lack of activity in building operations throughout the country, outside of those carried on for account of the Government. It must always be borne in mind, however, that war construction work for the Government is of very large magnitude. Quite recently it was announced that 11 million square feet of storage warehouse floor space was to be immediately erected in this vicinity as a part of the war program. Indicating the magnitude of this undertaking and the effect it will have upon the available supplies of building materials and their prices, the Dow Service Daily Building Reports recalls that the Equitable Building, known as the largest structure of its kind in the world, contains barely 5,000,000 square feet of space. Carrying the comparison further for the purpose of illustrating what a factor the demand for building material by the Government has been in the movement of prices, the same authority cites that in a single cantonment 30 million feet of lumber, 10 carloads of nails, a car of wire screening, 1,557,997 feet of electric wiring, 191,565 feet of water supply pipe, &c., &c., were used, and it required 2,903 freight cars to haul materials such as brick, cement, plaster blocks, &c., needed in the basic construction.

There are now, it is stated, eighteen of these cantonments; some of them much larger than the one referred to above, and with these largely completed, excepting for some extensions here and there, warehouse and storage space for food and supplies is now engaging official attention, and the construction program for the Treasury and Interior Departments, it is stated, still remains to be taken up. Meanwhile, no official orders have been received in the local district to curtail building operations, but from patriotic motives very few projects except those having a direct bearing upon war time necessities are being proceeded with, although much alteration work is being carried on.

As regards ordinary building operations, we note that the outlay contemplated under the permits issued at 166 cities of the country in April falls very much below last year. Specifically, the total estimated expenditure for these 166 cities reaches only \$52,667,358, against \$85,876,756 in April 1917 and \$97,401,207 in 1916. Greater New York's prospective expenditure is but \$6,506,814, against \$10,184,287 and \$17,378,493 with all boroughs except Brooklyn sharing in the decrease from a year ago, and for the 165 outside cities the total at \$46,160,544 contrasts with \$75,692,469 and \$80,062,714, respectively. Among the larger cities reporting notable losses are Chicago, Boston, Philadelphia, Kansas City, Denver, San Francisco, St. Louis, Minneapolis, Los Angeles, Richmond, Newark, Pittsburgh, Detroit, Cincinnati, Indianapolis and Toledo. Among

those showing conspicuous gains are St. Paul, Seattle, Washington, Baltimore, Oakland and Dayton.

For the four months of 1918 the aggregates of all sections exhibit more or less striking losses from 1917. Twenty-five New England cities report a decrease of 18½ million dollars, 39 in the middle group, exclusive of Greater New York, a decline of 23½ millions and 29 in the Middle West a falling off of 50 millions, 18 millions of which at Chicago and 11 millions at Detroit. The South (32 cities) makes a better showing than elsewhere, but even at that the falling off is 5¼ millions. Inactivity at Los Angeles is the special feature of the exhibit made by the 15 Pacific Coast cities, where a combined drop of 7 millions is disclosed. The "Other Western" section of 25 cities reports a falling off of some 6½ millions. In all for the 165 cities outside of Greater New York we have for the four months an aggregate of \$131,533,771 against \$241,985,064 a year ago and \$244,363,953 in 1916, and including New York's totals of \$21,247,913 and \$45,214,124 and \$57,912,-675, respectively, the exhibit for the whole country stands at \$152,781,684, against \$287,209,188 a year ago and \$302,276,628 in 1916.

Building operations continue to cut an unimportant figure in the activities of the Dominion of Canada. This is denoted by the fact that for 26 Eastern cities the April building permits call for an outlay of only \$2,424,500, against \$2,842,917 in 1917 and for 17 Western localities the respective totals are but \$614,696 and \$425,814. For the four months the aggregate for the 39 cities is \$7,769,524 (\$5,400,286 East and \$2,369,238 West), against \$8,746,270 in 1917 and some 30 millions in 1914.

Too great significance, as an indication of a possibility of early peace negotiations is, we believe, being attached to the statement made in the House of Commons on Thursday by the British Secretary of Foreign Affairs, Mr. Balfour. The Secretary declared explicitly that "if any representatives of any belligerent country desire seriously to lay before us any proposals, we are ready to listen to them." This is no development of a new position so far as Britain is concerned. Obviously the Secretary must have seen a necessity for reiterating it if for no other reason than to check the propaganda of mischief-making pacifists at home. Any other policy would merely be playing the game of the Prussians who are so insidiously endeavoring to divide the Allies and who are in this work being so actively aided by the so-called pacifists. The occasion for Mr. Balfour's address was the recently published letter of Emperor Charles to Prince Sixtus of Bourbon which on the surface seemed to have offered a direct avenue for peace on acceptable terms. The speaker took particular pains to explain why the contents of the letter had not been communicated to President Wilson at the time it was received. Mr. Balfour said that the American Government was at that time no better informed regarding the letter in question than he was himself (he being in the United States at the time), but if anyone supposed that on that account he had ever shown any want of confidence in the Government or President of the United States he was under a complete delusion. He had no secrets from President Wilson. Every thought he had on the war or the diplomacy connected with the

war was as open to President Wilson as to any other human being. He did not think it possible for Great Britain and the United States to carry on the great work in which they were engaged, or to deal with the complicated day to day problem without complete confidence and so far as he was concerned complete confidence would always be given. Mr. Balfour in his explanations was replying to formal questions submitted by Walter Runciman, former President of the British Board of Trade. We give his remarks at length on a subsequent page.

The view that the Sixtus letter was a genuine effort for peace and that it was dispatched by Emperor Charles without the knowledge of the Kaiser is not borne out by developments at the conferences which have been held this week at the German great headquarters. An official French telegram quotes by way of Zurich the Berlin newspapers as indicating that the agreement made at the conference between the Emperors appears to have concerned three points:

1. The duration of the alliance was fixed for twenty-five years.
2. Germany and Austria are to sign a military convention imposing upon each much stricter military obligations than did the preceding treaty.
3. The economic relations will be regulated so as to realize the plan of Mitteleuropa.

The dispatch adds that the conference dealt with an agreement purely in theory and principle whose practical realization would necessitate further negotiation. "It is enough on the other hand," said the dispatch, "to read the Austrian semi-official note published upon the subject of the interview to realize that Vienna will desire at the same time to lull the mistrust of the Entente and the suspicions of the non-Germans of the Dual Monarchy, while dwelling upon the defensive character of the agreement and declaring with a certain hypocrisy that this cannot be in opposition to the ideas of the sovereignty of nations. It is the old manoeuvre. To appreciate the worth of such statements one only has to observe that in the same note it is affirmed that the Central Empires were attacked. This gross lie shows the character of this document." At the conference Germany agreed to the solution of the Polish question desired by Austria on condition that Austria concluded a fifteen year convention. It is reported from Vienna that complete union between Austria-Hungary and Poland may shortly be expected. Another dispatch declares that the Austro-German alliance is fixed for twenty years and that it includes a military convention and provides for the closest economic and customs relations. However, the most reasonable view of the news is that thus far only preliminary negotiations for such an agreement have been completed and that important legislation, finally, will be involved.

The enemy has not yet been able to resume his drive in Flanders and Picardy—a feature which seems to bear the interpretation that his losses were so severe as to make a complete reorganization of his plans for offensive necessary. The official reports from the Allied authorities show that preparations of a most comprehensive character are being made to throw back the renewed assaults whenever they finally are made. All military authorities acknowledge that the drive to the Channel ports or

to Paris must be completed or the German military machine must concede defeat. American gunners have been at work in the general bombardments that have been going on. A number of patrol engagements have taken place during the week in this sector, but they do not appear at any point to have merited designation as battles. North of Kemmel where the Germans on Tuesday gained a footing on Hill 44, the position was recovered late in the week by the persistent counterattacks of the French, who succeeded in expelling the enemy from the shell holes along the slopes to which he had been tenaciously clinging. Not alone were the Germans forced to recede, but the French advanced their lines and took some prisoners.

Another satisfying feature has been the activity on the Italian front where the Italians have conducted a strong offensive, especially on the Asiago Plateau east of the Brenta River. The Austro-German troops instead of launching their long expected assaults on the Italian line have been compelled to fight to their utmost to maintain the positions occupied since last November. General Foch is in command of the general operation of the Italians as well as the British, French and Americans and seems to be timing the Italian movement for its effect in the Western theatre of military activity. The Italian operations appear to have centred on the comparatively small section of the battle line between Monte Asalone and Monte Pertica. These two heights, about three miles apart, rise to an altitude of about 3,000 feet, while between them is a sort of "saddle" on which the enemy forces have taken up strong positions. Both the Vienna and Rome official statements tell of heavy fighting on this particular front, Rome announcing that Italian troops have entered Austrian trenches on Monte Asalone. In addition, the Italians have successfully conducted a daring raid on the Austrian naval base at Pola during which an Austrian battleship of 20,000 tons is reported to have been torpedoed and destroyed. The Italian naval forces were aided in their operations by the co-operation of an aerial squadron.

A dispatch from London by way of Ottawa on Sunday contained the announcement from the War Committee of the British Cabinet that "So confident was the Entente of its ability to withstand any drive the Germans can launch that it has been decided not to use the American army until it becomes a complete and powerful force." This news was a great surprise to our own authorities at Washington, who have been responding so liberally to the urgent requests that American troops be sent across the Atlantic as rapidly as possible. Inquiry developed the fact that a misinterpretation of the message had occurred and that no such decision to keep our troops off the firing line had been arrived at. It is gratifying to learn that the Government of India has decided to recruit at once more than 500,000 men. The Provincial Governments have reaffirmed resolutions of loyalty passed at the Delhi conference, promising all possible aid.

The British Admiralty will next week publish its monthly statement of losses to mercantile shipping through mines and torpedoes during the four-week period which has elapsed since the publication of the weekly statements was suspended. There is a widespread disposition to expect a favorable showing

when the statement does in fact appear. Some idea of its character may be deduced from an official French statement of Georges Leygues, French Minister of Marine, before the Naval Committee of the Chamber of Deputies, declaring that the German submarine campaign is declining and that the German Government is aware of the fact, but has made great efforts to conceal it. He said that the situation was most favorable, and that the number of submarines sunk in the first three months of 1918 through Allied measures was greater than the number built by the enemy. The Minister referred to the statement made in the Reichstag on April 18 by Vice-Admiral von Cappelle, German Minister of Marine, in which he said that 600,000 tons of Allied shipping were sunk monthly. The figure, the French Minister said, was incorrect. It was reached in the past in April, May and June of 1917. But in July it declined, and in November it had fallen below 400,000 and had since diminished continuously. In February, March and April 3,723 French steamers and 788 French sailing vessels passed through the danger zone where a few months ago losses by torpedoings had been very heavy. Not a single ship was sunk during those months. The favoring results were due to the methodical character of the war against submarines; through the close co-ordination of the Allied navy; to the intrepidity and spirit animating the officers and crews of the aerial squadrons and through the intensification of the use of old methods and the employment of new ones.

M. Duval, who was director of the suppressed Germanophile newspaper, "Bonnet Rouge," was condemned to death at Paris on Wednesday by court martial for treason. The six other defendants were sentenced to imprisonment for terms ranging from two to ten years. Every decision of the court martial was voted unanimously. Former Premier Joseph Caillaux, however, who is reputed to be the brains of the whole "defeatist" propaganda, and who is alleged to have had illegal relations with Germany even when he was Premier and Minister of the Interior at the time of the Agadir crisis in 1911, remains to be tried. Caillaux was taken into court on Tuesday from his prison cell to testify in the treason trials growing out of the "Bonnet Rouge" affair. He attempted to make an eloquent speech for effect upon his own trial, but was admonished by the presiding officer to confine his remarks within proper limits.

Financial London has had a very quiet week. The tone of the markets continues firm and high grade securities are reported by cable correspondents to be scarce. For the war bonds, the shorter maturities are in demand though sales of the current issue are not at present on an encouraging scale. London appears to be giving a favoring interpretation to the war news. The success of the American war loan has also created a good impression and suggestions are being made in the city that the American plan of preceding each large loan by the sale of short term certificates to banks should be imitated. The British war bond sales have been checked temporarily by the Man Power Bill, but another rush campaign is pending. The London correspondent of the "Evening Post" cables the assurance that "Wall Street may safely accept the

conclusion that such political developments as the Irish quarrel and the Maurice letter have no significance of a weakening of the whole country's determination to back the war. It is greater than ever in financial London and elsewhere." Speculative interest during the week has centred largely in tin shares; industrial issues as a whole were firm and in some instances active. Rubber securities were heavy owing to the unsatisfactory outlook for the industry. Japanese bonds also are in demand another £260,000 of the sterling issues having been canceled. Brazilian securities were stronger in sympathy with the rise in Rio exchange. Shipping shares also were firm. The London Stock Exchange will be closed to-morrow (Saturday) and on Monday for the Whitsuntide holidays.

The British Chancellor, Andrew Bonar Law, announced in the House of Commons on Wednesday that savings certificates and the 4% and 5% war bonds which the Bank of England is issuing produced £619,000,000 from Oct. 1 1917 to April 1 1918. There had been a recent falling off in subscriptions, he added, but he was considering steps for a stimulation of the campaign, and was not in the least despondent over the prospects of obtaining the money required in this way. The Chancellor insisted there would be no change in the new duties. Sir Albert H. Stanley, introducing the Board of Trade estimates in the House of Commons on Thursday, declared that British imports this year would not represent more than half those of 1913, and that the imports of 1917 were only about two-thirds of those of the year preceding the outbreak of the war.

The official report of bond sales for the week ending May 11 registers a total through the banks of £9,214,000, which compares with £9,114,000 for the week preceding. The post offices for the week of May 4 sold £448,000, bringing their total up to £28,136,000. The preceding week's record by the post offices was £511,000. Sales of certificates during the week of May 4 totaled £2,729,000, making the aggregate indebtedness under this head £191,799,000. The sharp decline in recent sales suggests that a reduction of interest rates offered by the banks on deposits will become necessary. Some believe that such a measure already is overdue, in order to drive deposits into war bonds.

The British revenue statement for the week ended May 11, made a somewhat poorer showing, there having been a marked decline in revenues while expenditures were slightly expanded. Treasury bills outstanding were increased by more than £75,000,000. The amount of Treasury bills sold recorded a falling off for the week, though they were considerably in excess of those repaid. The week's expenses were £57,460,000 (against £55,178,000 for the week ending May 4), while the total outflow, including repayment of Treasury bills and other items, amounted to £121,244,000, comparing with £144,236,000 the week before. Repayments of Treasury bills totaled £57,320,000, against £82,870,000 last week. Receipts from all sources amounted to £120,696,000, in contrast with £141,530,000 the week preceding. Of this total, revenues contributed only £9,276,000. A week ago the total was £15,015,000. Issues of Treasury bills were £72,099,000, which compares with £87,287,000 in the preceding week; war savings certificates were £1,400,000, against £1,000,000, and other debts

incurred £16,789,000, against £9,717,000 last week. Advances totaled £7,982,000, in comparison with £15,000,000 a week ago. Treasury bills outstanding now stand at £972,850,000. This compares with £958,135,000 the week before. The Treasury balances aggregate £14,305,000, as against £14,853,000 in the preceding week.

Trading in securities on the Paris Bourse remains quiet and without sign of weakness, according to the brief cable reports received daily from that centre. Reports that the tax on luxuries was to be abolished has been disproved by a statement issued by the Ministry of Finance expressing satisfaction at the results achieved despite the fact that many persons anticipated payments for goods in order to avoid the tax, while others postponed the payments hoping that the tax would be repealed. The new tax provides for 10% assessment on luxuries. It produced nearly 15,000,000 francs in the first month in which it was enforced, the month including the Easter holidays, when business always is expected to be dull. It is intimated that municipal hog-raising in Paris on a large scale may result from the war. This has been proposed as a remedy for the lack of food and the superabundance of rotting waste. The proposal contemplates municipal markets for the sale of fresh pork, eliminating middlemen's profits and providing competition against dealers who, notwithstanding all efforts to control retail prices, have found means of steadily pushing up profits. It is estimated that the gross revenue from the enterprise would be 100,000,000 francs a year, all of which would be nearly clear gain for the city. An agreement has been signed between the French and Turkish Governments for the repatriation of French and Turkish civilians.

It was asserted by a Socialist member of the German Reichstag on Wednesday in a debate on the appropriations for the Imperial Economic Department that four-fifths of the textile industries of Germany were completely paralyzed and that the position of the idle textile workers was rapidly growing desperate. The speaker demanded that adequate provision be made for them so as to keep skilled textile workers in readiness for a resumption of the industries after the war. At present, he said, they were being compelled to accept menial employment from the authorities at starvation wages. The speaker also complained that attempts were being made by a small group of capitalists, with the knowledge of the Government, to monopolize the cellulose industry which promised to be extremely important in the future. He attacked Dr. Karl Helfferich, formerly Vice-Chancellor, on the ground of having a mania for creating syndicates which were fatal to industries and calculated especially to ruin the textile industry. The Prussian Lower House has rejected a motion to restore the provisions for equal suffrage in the franchise reform bill, the vote being 236 to 185. The vote was on paragraph 3 of the bill which was the most important part of the Prussian franchise measure, providing as it does for one vote for each man in Prussia, thus prohibiting plural voting as well as giving universal male suffrage. This paragraph was omitted from the measure in committee a fortnight ago. It is reported that Premier von Hertling of Prussia was empowered by the Kaiser to dissolve the Prussian Diet in case they refused to pass the

bill. Advices from Berlin state that it is evident that the German Government does not intend to come to any decision regarding the dissolution of the Prussian Diet until the suffrage bill returns from the Upper House three weeks hence. The Lower House has adjourned until June 4.

Advices by way of Amsterdam state that Germany's new taxation proposals embrace some remarkable features. The Imperial Exchequer has just published details of no fewer than 11 financial measures by which Imperial taxation is to be increased by \$750,000,000. The new taxes on drink take in everything with the exception of water and coffee substitutes. They apply also to exchange and certain business transactions, luxuries and war profits, while postal rates are increased. The proposals are said to have their amusing side. Beer, for instance, is to be more highly taxed, while the general complaint is that beer cannot be had as a rule. The spirit monopoly is to bring in more than \$150,000,000, though practically no spirits is drunk. The tax on coffee and tea is to be raised, though none can be bought. Such fruitful sources of revenue as large incomes, fortunes and inheritances are apparently left untouched. The "Frankfurter Zeitung" is quoted by cable as contrasting very unfavorably the German system of financing the war with the British system. It says the latter is based on a wide distribution of the burdens of taxation and rests on a much sounder foundation than the German financial policy, which is characterized by private egoism, petty fear of taxation, particularism and dilettantism. The paper concludes that the self-sacrificing heroism of the British taxpayer and the farseeing statesmanship of the British Government ought to be an example and stimulus to Germany. The London "Times" on Tuesday published extracts from a speech made by Professor von Schulze-Gaevernitz, a well-known German economist, delivered in last week's Reichstag debate on the organization of the German trade offensive after the war. The Professor argued that in order to raise the value of German securities and to replenish stocks of raw materials it is necessary since no considerable influx of foreign loans was in prospect to promote export trade. "Immediately after the war," he said, "we shall have to re-establish our export capacity on higher levels than before the war since we shall more than ever need imports. First and foremost the export of goods of high value must be promoted. The task of promoting exports is confronted with the menace of serious impediments. I do not attach tragic importance to the threatened economic war after the war. The hunger for goods will overcome every other consideration. Goods will be bought wherever they are to be found. A more serious danger in my opinion is the spirit of economic nationalism that has got abroad, especially in England. But graver still in view of the universal demand is the universal scarcity of raw materials. We have no choice, therefore, but to secure for ourselves considerable colonies capable of supplying us with raw materials. As an additional expedient we shall conclude treaties providing for a supply of raw materials on the model of the peace treaties with Rumania and the Ukraine."

No change has been noted in official discount rates at leading European centres from 5% in London, Paris, Berlin, Vienna and Copenhagen; 6% in Petro-

grad and Norway; 6½% in Sweden, and 4½% in Switzerland, Holland and Spain. In London the private bank rate continues to be quoted at 3½% for sixty days and 3 9-16% for ninety days. Call money in London remains at 2½%. So far as we have been able to ascertain, no reports have been received by cable of open market rates at other European centres.

The Bank of England's weekly statement records an increase in its gold item of £342,684. Note circulation was expanded £294,000; hence there was a small gain in total reserve, namely £49,000. The proportion of reserve to liabilities declined to 17.22%, against 18.18% last week and 20.42% a year ago. There were increases shown in deposits, notably £3,884,000 in public deposits, and £5,690,000 in other deposits, while Government securities gained £1,445,000. Loans (other securities) registered an expansion of £5,690,000. The English Bank's gold holdings now stand at £61,708,187. This compares with £54,840,779 in 1917 and £60,093,847 the year preceding. Reserves aggregate £30,181,000, as against £34,776,284 a year ago and £43,872,882 in 1916. Loans total £105,552,000. At this date last year the amount was £108,231,263 and in 1916 £79,879,276. Clearings through the London banks for the week were £392,970,000, as compared with £384,900,000 a week ago. Our special correspondent is no longer able to give details by cable of the gold movement into and out of the Bank for the Bank week, inasmuch as the Bank has discontinued such reports. We append a tabular statement of comparisons:

BANK OF ENGLAND'S COMPARATIVE STATEMENT.

	1918. May 15.	1917. May 16.	1916. May 17.	1915. May 19.	1914. May 20.
	£	£	£	£	£
Circulation	49,976,000	38,514,495	34,670,965	34,002,225	28,675,800
Public deposits	41,457,000	52,995,952	60,654,066	130,382,328	19,508,861
Other deposits	133,820,000	117,226,143	78,583,336	94,624,846	39,486,130
Govern't securities	57,316,000	44,963,406	33,187,474	51,043,491	11,046,570
Other securities	105,552,000	108,231,263	79,879,276	145,533,540	39,891,345
Res'v notes & coin	30,181,000	34,776,284	43,872,882	46,154,700	25,720,735
Coin and bullion	61,708,187	54,840,779	60,093,847	61,706,934	35,946,535
Proportion of res'v to liabilities	17.20%	20.42%	31.51%	20.50%	43.60%
Bank rate	5%	5%	5%	5%	3%

The Bank of France in its weekly statement shows a further increase in its gold item this week. The gain is 579,700 francs, bringing the total gold holdings up to 5,380,979,700 francs, of which 2,037,108,484 francs are held abroad. The total at this time last year was 5,264,419,586 francs (1,948,706,126 francs being held abroad and 3,315,713,459 francs in vault), and in 1916 4,722,897,510 francs (all in vault). Silver this week was increased by 420,000 francs. Treasury deposits recorded an advance of 42,591,000 francs. Bills discounted declined 80,405,000 francs, advances decreased 6,077,000 francs and general deposits fell off 34,070,000 francs. Notes in circulation were contracted to the extent of 7,808,000 francs. The total of notes now outstanding is 26,676,068,000 francs. This compares with 19,344,045,330 francs last year and 15,445,556,185 francs in 1917. On July 30 1914 the period just preceding the outbreak of the war, the amount was 6,683,184,785 francs. Comparisons of the various items with the statement of last week and corresponding dates in 1917 and 1916 are as follows:

BANK OF FRANCE'S COMPARATIVE STATEMENT.

	Changes for Week. Francs.	Status as of May 16 1918. Francs.	Status as of May 17 1917. Francs.	Status as of May 18 1916. Francs.
Gold Holdings—				
In France	Inc. 579,700	3,380,979,700	3,315,713,459	4,722,897,510
Abroad	No change.	2,037,108,434	1,948,706,126	
Total	Inc. 579,700	5,380,979,700	5,264,419,586	4,722,897,510
Silver	Inc. 420,000	256,244,000	257,232,035	354,268,558
Bills discounted	Dec. 80,405,000	2,169,831,000	483,355,743	422,418,158
Advances	Dec. 6,077,000	1,005,803,615	1,142,724,689	1,218,551,057
Note circulation	Dec. 7,808,000	26,676,068,000	19,344,045,330	15,445,556,185
Treasury deposits	Inc. 42,591,000	89,553,000	67,838,673	106,034,603
General deposits	Dec. 34,070,000	3,060,254,000	2,511,567,148	1,995,536,319

This week's statement of the Imperial Bank of Germany, issued as of May 7, shows the following changes: Total coin and bullion increased 159,000 marks; gold expanded 193,000 marks; Treasury notes were increased 7,350,000 marks; notes of other banks gained 1,443,000 marks; bills discounted declined 310,200,000 marks; advances decreased 2,640,000 marks; investments advanced 2,708,000 marks; other securities were reduced 76,357,000 marks; notes in circulation decreased 18,461,000 marks; deposits showed a contraction of 198,061,000 marks, while other liabilities declined 161,015,000 marks. The German Bank's stock of gold on hand is reported at 2,344,186,000 marks, as against 2,532,920,000 marks in 1917 and 2,462,000,000 marks the year before.

Last week's statement of New York associated banks and trust companies, issued on Saturday, made a more favorable showing and registered a substantial increase in both aggregate and surplus reserves—a feature which may be attributed largely to the heavy initial payments on Liberty Loan subscriptions, resulting in a great increase in Government deposits; these rose during the week from \$294,696,000 to \$524,874,000. Loans were likewise substantially increased, viz., \$97,749,000. Net demand deposits, however, showed the unusually large reduction of \$144,313,000, to \$3,643,578,000 (Government deposits of \$524,874,000 deducted). Net time deposits declined \$4,873,000. Cash in own vaults (members of the Federal Reserve bank) increased \$2,475,000, to \$108,041,000 (not counted as reserve). Reserves in the Federal Reserve bank of member banks expanded \$46,470,000, to \$562,112,000. The reserve in the vaults of State banks and trust companies increased \$220,000, to \$17,546,000, but reserves in other depositaries for account of State banks and trust companies declined \$72,000, to \$7,891,000. Aggregate reserves were expanded by \$46,618,000, and now total \$587,549,000, comparing with \$763,194,000, the amount held in 1917. The increase in surplus amounted to no less than \$65,608,150, in part owing to a reduction in reserve required of \$18,990,150. This brought the total of excess reserves up to \$102,807,730, and once again across the \$100,000,000 mark. These figures are on the basis of only 13% reserves for member banks of the Federal Reserve system (but not counting \$108,041,000 cash in vaults held by these banks), and compare with \$147,199,000 at the same time last year, on the basis of 18% reserves, including cash in vault of member banks. The bank statement in fuller detail is given in a subsequent section of the "Chronicle."

In the general money situation conditions remain substantially as they were a week ago. Time commitments are confined to early maturities, which require somewhat higher rates. Some arrangements for instance have been concluded for thirty and sixty day funds at 6%, comparing with 5½@5¾% last week. For later dates whatever business has been transacted has, speaking broadly, represented renewals. Stock Exchange houses have experienced slight if any relief from conditions which have existed for two months or more, whereby they have been confined to demand loans to provide accommodation for Exchange transactions. The position has been aggravated of course by the renewal of activity in Stock Exchange business

and a number of houses are known to have refused large buying orders because of their inability to secure funds on a permanent basis, considering the risk of having their loans called without opportunity to transfer them to fixed channels as too great to justify taking the business. A feature of the week has been the posting in the Exchange of a separate rate for all-industrial securities as collateral for call Loans. This of course is no direct change in actual practice and is merely official recognition of what has heretofore been the rule. It has been the custom for brokers desiring call loans on all-industrial collateral to pay an extra ½ of 1% above the renewal call money rate. Referring to reports that the dissolution of the money market committee is being considered, now that the Third Liberty Loan has been marketed successfully, it may be stated that there is no such intention. The policy will be the same of continuing the organization in force as a matter of safeguard in order that it may be called together at any time. There will most likely be some relaxation as to the meetings which until another new loan becomes necessary will possibly be held only when specifically called by the chairman. After the May 28 installment of the loan and the payment of income and similar taxes by the middle of June it is possible that money market affairs may take on a much easier position. Figures are not available as yet as to the proportion of the new loan which has been paid for in full but unofficial statements from Washington declare that the proportion is large and that it is expected to be still further increased when the next installment payment becomes due.

Dealing with specific rates for money, call loans this week again ranged at 3@6%, the same as last week. Monday 4½% was the high with 3% the low and 4% the rate for renewals. On Tuesday the maximum was 5%, while the low was 4%, which was also the rate for renewals. Wednesday, 4% was again the minimum and ruling rate, though the high advanced to 6%. Thursday's range was 5½@6% and 5½% the renewal basis. On Friday, renewals were made at 5½%; the highest was 6%, and 5% low. In time money the situation remains about unchanged. The tone was firm with no increase in the supply of loanable funds noted, and 6% continues to be the bid rate for all maturities from thirty days to six months. A few trades were made for thirty and sixty days at this figure, but practically no business was done for longer periods. Last week some loans were made for thirty days at 5½@5¾. At the corresponding date in 1917, sixty and ninety day funds were quoted at 4½@4¾%, and four, five and six months at 4¾@5%.

Commercial paper rates remain as heretofore at 5¾@6% for sixty and ninety days' endorsed bills receivable and six months' names of choice character. Names less well known still require 6@6¼%. A fair degree of activity was shown, although there was a falling off in the supply of offerings.

Banks' and bankers' acceptances were more active than for quite some time. A number of institutions were in the market as buyers and brokers predict a decidedly broader market in the early future. It is stated that there will be another large amount of acceptance bills drawn against the Cuban sugar credit arrangement in the course of a few days. Bills thus far drawn approximate \$7,000,000, and it is understood that about \$20,000,000 will be taken

during the next two or three weeks. Members of the banking syndicate that agreed to finance the Cuban sugar crop, were notified that they would have to advance another \$4,000,000 on Friday (yesterday). This will make the second call, the first having been for \$10,000,000. Of the funds to be raised on the present call, 30% will be loaned on promissory notes and the balance used to purchase acceptances. Rates continued firm, and practically unchanged. Quotations in detail for leading classes of bills for spot delivery, as well as for delivery within thirty days, are as follows:

	<i>Spot</i>	<i>Delivery</i>	<i>Delivery</i>	
	<i>Ninety</i>	<i>Sixty</i>	<i>Thirty</i>	<i>within</i>
	<i>Days.</i>	<i>Days.</i>	<i>Days.</i>	<i>30 Days.</i>
Eligible bills of member banks	4 1/2 @ 4 1/2	4 1/2 @ 4 1/2	4 1/2 @ 4	4 1/2 bid
Eligible bills of non-member bks.	4 1/2 @ 4 1/2	4 1/2 @ 4 1/2	4 1/2 @ 4 1/2	4 1/2 bid
Ineligible bills	5 1/2 @ 4 1/2	5 1/2 @ 4 1/2	5 1/2 @ 4 1/2	5 bid

No changes in rates, so far as our knowledge goes, have been made the past week by the Federal Reserve banks. Prevailing rates for various classes of paper at the different Reserve banks are shown in the following:

DISCOUNT RATES OF FEDERAL RESERVE BANKS.

<i>CLASSES OF DISCOUNTS AND LOANS</i>	<i>Boston.</i>	<i>New York.</i>	<i>Philadelphia.</i>	<i>Cleveland.</i>	<i>Richmond.</i>	<i>Atlanta.</i>	<i>Chicago.</i>	<i>St. Louis.</i>	<i>Minneapolis.</i>	<i>Kansas City.</i>	<i>Dallas.</i>	<i>San Francisco.</i>
<i>Discounts—</i>		*										
Within 15 days, incl. member banks' collateral notes	4	4	4	4 1/2	4 1/2	4	4	4	4	4	4	4
16 to 60 days' maturity	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
61 to 90 days' maturity	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	5	4 1/2	5	4 1/2	5	4 1/2
Agricultural and live-stock paper over 90 days	5	5	5	5 1/2	5	5	5 1/2	5 1/2	5 1/2	5	5 1/2	5 1/2
Secured by U. S. certificates of indebtedness or Liberty Loan bonds—												
Within 15 days, including member banks' collateral notes	4	4	4	4	4	4	4	4	4	4	4	4
16 to 90 days' maturity	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
<i>Trade Acceptances—</i>												
1 to 60 days' maturity	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
61 to 90 days' maturity	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2

\* Rate of 3 to 4 1/2% for 1-day discounts in connection with the loan operations of the Government.

a 15 days and under 4%.

Note 1. Acceptances purchased in open market, minimum rate 4%.

Note 2. Rates for commodity paper have been merged with those for commercial paper of corresponding maturities.

Note 3. In case the 60-day trade acceptance rate is higher than the 15-day discount rate, trade acceptances maturing within 15 days will be taken at the lower rate.

Note 4. Whenever application is made by member banks for renewal of 15-day paper, the Federal Reserve banks may charge a rate not exceeding that for 90-day paper of the same class.

In sterling exchange the situation requires no extended comment, as it remains as arbitrary as ever. Credits which are granted periodically to our allies render exchange operations almost unnecessary from the official standpoint. Announcement was made on Tuesday that the Treasury had extended an additional credit of \$200,000,000 to Great Britain, \$100,000,000 to France and \$100,000,000 to Italy, and \$3,000,000 to Serbia, making the total loans granted to the Allies to date, \$5,766,850,000. The new credits are expected to care for the expenditures of Great Britain, France and Italy in the United States until the beginning of June. New York funds at Montreal are again commanding a high premium, \$20 per \$1,000 having been paid early in the week, though at the close the rate was \$14 75. It is considered probable that with the opening up of navigation and the movement of grain abroad some plan of co-operation between Montreal and New York will be reached for rectifying this unnatural situation.

Regarding quotations in greater detail, sterling exchange on Saturday as compared with Friday of a week ago, ruled firm with demand bills again quoted

at 4 7545@4 75 1/2, cable transfers at 4 7645@4 76 7-16 and sixty days at 4 72 5/8@4 72 7/8. On Monday trading was quiet, with the volume of business transacted small; rates were not changed from 4 7545@4 75 1/2 for demand, 4 7645@4 76 7-16 for cable transfers and 4 72 5/8@4 72 7/8 for sixty days. No new feature of moment developed on Tuesday and quotations continued upon the levels of the previous day. Wednesday's market for sterling exchange was dull and narrow, although the undertone remained firm, with all classes of bills ruling unchanged. Dulness was still the most prominent feature on Thursday; whatever business passed was put through at the pegged rates which prevailed the whole week. The granting of another substantial credit by Washington this week to Britain was an additional factor in the prevailing inaction, since this so largely obviates the necessity for the use of exchange. On Friday the market was steady and still unchanged. Closing quotations were 4 72 5/8@4 72 7/8 for sixty days, 4 7547 1/2@4 75 1/2 for demand and 4 7645@4 76 7-16 for cable transfers. Commercial sight bills finished at 4 75 1/8@4 75 1/4, sixty days at 4 71 5/8@4 71 7/8, ninety days at 4 70@4 70 1/2, documents for payment (sixty days) at 4 71 1/4@4 71 1/2, and seven-day grain bills at 4 74 1/4@4 74 1/8. Cotton and grain for payment closed at 4 75 1/8@4 75 1/4.

A firmer and more confident tone developed in the Continental exchanges and quotations at nearly all centres were well maintained. Encouragement over the latest developments in the war situation was held mainly responsible for the better feeling. The outstanding feature of the week's operations has once more been the movements in Italian exchange, which attracted attention during the earlier part of the week by establishing another new low record in the rate for lire. Sight bills dropped to as low as 9 08, mainly on selling by Italian bankers. Later there was a partial rally, but this was followed by a renewal of weakness, until announcement was received from Washington of the granting by the United States Government of an additional \$100,000,000 credit to Italy. This exercised a strengthening influence and the quotation recovered to 8 99. Francs showed increased firmness and a slight net advance for the week was recorded. Russian exchange remains deadlocked at the nominal figures now prevailing. No dealings are being put through in German and Austrian exchange and quotations for reichsmarks and kronen are no longer obtainable. The unofficial check rate at London on Paris finished at 27.15, as compared with 27.25 1/2 last week. In New York sight bills on the French centre closed at 5 71 1/8, against 5 71 1/8; cables at 5 69 3/4, against 5 69 3/4; commercial sight at 5 71 1/8, against 5 72 1/8, and commercial sixty days at 5 77 3/4, against 5 77 1/8 the week previous. Lire finished at 9 03 for bankers' sight bills and 9 02 for cables. This compares with 9 02 and 9 01 a week ago. Rubles continue to be quoted at 14 for checks and 15 for cables. Greek exchange remains without change from 5 13 3/4 for checks and 5 12 1/2 for cables.

So far as the neutral exchanges are concerned, transactions were featured by a further sharp rise in Swiss francs to 3 95 for checks. This represents another new high level in the current movement. The situation remains substantially the same and,

as explained in these columns last week, the prevailing strength in this exchange is sympathetic with the conditions in the European markets. Guilders continue to rule strong, with additional fractional advances recorded. The Scandinavian exchanges did not share to so marked an extent in the current firmness as exchange on other neutral countries. Quotations showed a slightly easier tendency in the initial dealings, although a firmer tone developed before the close. Pesetas were steady and without important change. Bankers' sight on Amsterdam closed at  $50\frac{1}{2}$ , against  $48\frac{1}{2}$ ; cables at 51, against  $48\frac{3}{4}$ ; commercial sight at  $50\frac{7}{16}$ , against  $48\frac{7}{16}$ , and commercial sixty days at  $50\frac{5}{16}$ , against  $48\frac{5}{16}$  last week. Swiss exchange finished at 3.95 for bankers' sight and 3.90 for cables. A week ago the close was 4.15 and 4.11, respectively. Copenhagen checks closed at  $30\frac{1}{8}$  and cables  $31\frac{5}{8}$ , against 31 and  $31\frac{1}{2}$ . Checks on Sweden finished at  $34\frac{1}{2}$  and cables at 35, against  $33\frac{3}{8}$  and  $33\frac{1}{2}$ , while checks on Norway closed at 31.60 and cables 31.90, against  $31\frac{1}{4}$  and  $31\frac{1}{4}$ . Spanish pesetas finished at 28 for checks and  $28\frac{1}{4}$  for cables, as contrasted with 27.80 and 28.05 in the preceding week.

As regards South American quotations, the check rate on Argentina is now 45.14 and cables 45.24, against 45.58 and 45.68. For Brazil the rate for checks has advanced to 25.48 and for cables is 25.58, against 25.28 and 25.38 a week ago. The Chilian rate has remained at  $15\frac{7}{8}$ , and Peru at  $55\frac{1}{2}$ . Far Eastern rates are as follows: Hong Kong, 75.50@75.60, against  $75\frac{3}{4}$ @75.85; Shanghai,  $108\frac{1}{2}$ @109 (unchanged); Yokohama, 52.10@52.30, against 52.25@52.35; Manila,  $49\frac{1}{8}$ @50 (unchanged); Singapore,  $56\frac{1}{4}$ @ $56\frac{1}{2}$  (unchanged), and Bombay,  $36\frac{3}{4}$ @37 (unchanged).

The New York Clearing House banks, in their operations with interior banking institutions, have gained \$3,832,000 net in cash as a result of the currency movements for the week ending May 17. Their receipts from the interior have aggregated \$7,439,000, while the shipments have reached \$3,607,000. Adding the Sub-Treasury and Federal Reserve operations and the gold exports, which together occasioned a loss of \$75,591,000, the combined result of the flow of money into and out of the New York banks for the week appears to have been a loss of \$71,759,000, as follows:

Week ending May 17.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' interior movement.....	\$7,439,000	\$3,607,000	Gain \$3,832,000
Sub-Treasury and Federal Reserve operations and gold exports.....	35,823,000	111,414,000	Loss 75,591,000
Total .....	\$43,262,000	\$115,021,000	Loss \$71,759,000

The following table indicates the amount of bullion in the principal European banks:

Banks of	May 16 1918.			May 17 1917.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England	£ 61,708,187	£ 61,708,187	£ 54,840,779	£ 54,840,779	£ 54,840,779	£ 54,840,779
France	133,754,848	10,200,000	143,954,848	132,628,538	10,280,000	142,908,538
Germany	118,164,650	8,629,500	126,794,150	126,654,850	1,087,300	127,742,150
Russia	129,650,000	12,375,000	142,025,000	147,659,000	12,109,000	159,768,000
Aus-Hun	11,008,000	2,289,000	13,297,000	17,600,000	4,280,000	21,880,000
Spain	81,589,000	28,436,000	110,025,000	55,878,000	29,991,000	85,869,000
Italy	33,455,000	3,195,000	36,650,000	34,273,000	2,656,000	36,929,000
Netherl'ds	60,153,000	610,900	60,763,900	49,669,000	590,100	50,249,100
Nat. Bel.	15,380,000	600,000	15,980,000	15,380,000	600,000	15,980,000
Switz'land	15,070,000	-----	15,070,000	18,601,500	-----	13,691,500
Sweden	14,321,000	-----	14,321,000	10,727,000	-----	10,727,000
Denmark	10,269,000	136,000	10,405,000	9,121,000	132,000	9,253,000
Norway	6,734,000	-----	6,734,000	7,170,000	-----	7,170,000
Tot. week	691,256,685	66,471,400	757,728,085	675,292,667	61,715,400	737,008,067
Prev. week	690,992,454	66,343,650	757,336,104	674,076,089	62,098,100	736,174,189

a Gold holdings of the Bank of France this year are exclusive of £81,484,340 held abroad.

\* No figures reported since October 29 1917.

c Figures for 1918 those given by "British Board of Trade Journal" for Dec. 7 1917; figures for 1917 estimated on the basis of the Dec. 7 1917 totals.

b August 6 1914 in both years.

#### THE PARTITION OF EASTERN EUROPE.

Dispatches from Europe describing this week's conference of the German and Austrian Emperors at the German Staff Headquarters, quote German newspapers as declaring that the conference selected monarchs for the newly created independent States of Lithuania, Courland, Estonia and Poland. Whether true or not, these reports are much in line with the recent dispatches from Finland stating positively that negotiations were under way for placing a younger son of the Kaiser on the throne of that now independent country.

They have been supplemented by statements in some detail regarding a proposed Austro-German alliance for a period of twenty years, providing for joint military pledges and for close economic relations; also by a very definite intimation from the Kaiser himself that the little State of Lithuania with its two million population will, in return for Germany's political protection, be expected to "participate in the military burdens of Germany." This, the Lithuanians are themselves quoted as saying, would have to mean contributions either of money or of supplies or of men for the German army; and, since this exhausted State has neither money nor supplies to give, it must mean men. As to what Germany is doing in the Ukraine by way of forcible commandeering of foodstuffs, and in central Russia by way of political coercion and insistence of complete disarmament, that is already an old story.

Whatever else may be thought of this new chapter in the war, it is plain that it opens up novel and important considerations. In purpose and circumstance, the policy thus pursued obviously has two aspects—the political and the economic. Politically, it represents an attempt by Germany to gain in Eastern and Southeastern Europe what she may have to lose in Central and Western Europe, either in territory or in sphere of influence. It is a plan for the building up from the Baltic to the Black Sea and the Adriatic of a virtual federated empire under the complete domination of Germany—with all that this would involve in the future political history of Europe.

Economically, it seems clear that the attempted grasp at the raw materials and productive resources of this chain of States (including Austria, Turkey and the Balkan countries, and not excepting Rumania, on whom the severest economic conditions have been imposed by the recent treaty) is suggested primarily by Germany's own belief that the much-discussed "economic boycott" after peace by the present Entente countries will be an accomplished fact. Nothing has been more remarkable than the fact that, while Allied statesmen and business men have been cautious and highly non-committal, and sometimes actually hostile, in their references to such a program, German statesmen like Dr. Helfferich and German men of affairs like Ballin, have accepted it as a strong probability. Hence, undoubtedly, one motive for the close economic pact between these Eastern States, to Germany's absolute personal advantage, for the period after war.

What bearing, then, have these extraordinary developments on the war itself and on the social, political and economic future? They inevitably bring to recollection the later political achievements

of Napoleon Bonaparte, with which on the surface the analogy is singularly close. Following his crushing victories of 1805 over Austria and Prussia, the new reconstruction of Europe in the interests of the French Empire began with the naming of his brother Louis Bonaparte as King of Holland in June of 1806. In December 1806, by virtue of a treaty between France and Saxony, the Elector of the last-named country was created King, and in 1807 the Duchy of Warsaw, of which Prussia had been deprived, was given to this new sovereign.

Simultaneously, the territory torn from Prussia beyond the Elbe, including Hesse-Cassel, was created into the so-called Kingdom of Westphalia, and another brother, Jerome Bonaparte, was made its sovereign in August 1807. In June 1808, the Spanish king and his heir having been forced to abdicate, Napoleon made his brother Joseph king of that country, and two months later proclaimed his brother-in-law Murat the King of Naples. In all these changes not the slightest pretense was made of consulting the wishes of the people; the policy was carried so much further that in 1809 Napoleon annexed the Papal States to France, and in 1810 formally annexed Holland to his Empire.

What the longer result of this procedure was in the Napoleonic period, history tells us. To the world at large it embodied a military and political career of dazzling brilliancy. The rulers whose territory was thus alienated submitted sullenly; but the people never submitted. During a few years, Napoleon even carried out the policy intimated by Emperor William in his reminder to Lithuania, and when Russia was invaded in 1812 a great part of Napoleon's army was made up of subjects of these conquered states. But the outcome was the uprising of all Europe against the conqueror, and his downfall. Yet even after the final overthrow of Napoleon, the crowned heads of Europe and their ministers, in conference at Vienna, proceeded to parcel out Europe anew to another set of favored sovereigns. Popular aspirations and popular rights were as little regarded as they had been by Napoleon except where (as with Prussia) the State was strong enough to make its own stipulations. It was fully thirty years before the people rose effectively against this autocratic tyranny.

The first comment which most experienced people will make on Germany's present-day effort to duplicate Napoleon's program is that it challenges what is undoubtedly the sentiment of modern society. Political events and political consciousness have moved very far along the road since 1809, or 1815, or even 1848. The Berlin program is so violently reactionary, it avows so shamelessly the right of kings to parcel out people and to name rulers for independent States, that its success would mark reversion, not to the status quo before the war but to the political ideas and concessions of 100 or 150 years ago. If there is such a thing as solidarity in modern society and in modern thinking, the permanent success of such an achievement would be inconceivable.

But what is to stop it? This question is undoubtedly being asked by the German military cabal. The German newspapers themselves are beginning to answer it. One of the most outspoken Imperialist papers of South Germany has lately said that "we have learned in the last four years that only reality rules in diplomacy and that the

words of the polished language of the court decide neither friendship nor equity, peace nor war." Other newspapers, chiefly from the opposition, point out that the economic pact is bound to break on the financial side, notably because Austria has individually a far greater interest in economic affiliation with her present antagonists than with her present allies.

The larger question of doubt rests with the campaign of the Western front. What Germany is seizing in the East, she can retain only by virtue of a treaty with the Entente countries. If things go wrong for Germany in the West, she will have to reckon, not only with her western enemies, but with her own people and with the angry and discontented populations of the Eastern States on which she has imposed her yoke. In any case, a permanent German Empire of this sort, founded on force, on breach of treaty agreements, and on absolute denial of popular rights, would be so great an anomaly in twentieth century civilization that it could hardly mean anything less than a continued era of international conflict.

It is not easy for the human mind to recognize such a possibility. But the question must still be tried out on the main battlefield. It would be interesting to know how much of the spirit of increasing hope and confidence, voiced with such unexpected emphasis on the stock market of the fortnight past, had its origin in a growing belief that Germany's Western campaign is destined to utter and complete failure.

#### THE FIFTY-FIFTY SCHEME OF TAXATION.

The question of a new revenue bill may be settled now, or it may be deferred to November. But whether at the present session, or later, the proposed fifty-fifty division between tax-revenues and bonds must be settled if we are to preserve even the semblance of business stability in this country.

If it is deferred until after the election it will have a partial determination by the voice of the people. This it has never had; this it should have. Who was it authorized Mr. Claude Kitchin or Mr. Secretary McAdoo, as alleged, or any one in Congress, or out of it, to say that half the cost of this war, *as it proceeds*, should be paid by direct taxes levied annually? Does anyone believe that business can stand up under such an increasing burden?

Make the people pay. Don't burden the next generation (and certainly there is ground for this in ethics and economics *in normal times*), don't mortgage the labor of the unborn, don't bequeath a debt to the children of the country, as a principle of national finance. Bonds will ultimately fall into the hands of the rich, and the people will be the slaves of the "bloated bondholders." Must a man be legally benefited against his will, must he be given a legacy of public improvements for which he must pay, and have no choice (being unborn) as to whether he wants the improvements? Economy in government is the watchword. Let the people own the proceeds of their toil and enterprise and bequeath them to those who follow. Let these build what they will and pay as they go. All such is part of a half truth.

But who talks of economy now? Who is asking that war expenditures be stinted because they cost too much money? Why drag in this old half truth to do duty now when it is generally accepted that

"we are in it, we must win it" at *any cost* in men and money? It is superlative nonsense to say the least of it. In other times the antipathy to bond issues *did* have a basis in economy of governmental administration and in the right of each generation to regulate its own affairs and its rate of progress. But that day is dead. It is proposed to bequeath something better than economy to the next generation. Even liberty to live and prosper, freed from autocratic rule. And in the dizzy dance of billions to accomplish that end, for which the Secretary calls and Mr. Claude Kitchin votes (and we enter no protest to this), for the reason that the war *must* be won, we are pouring out money in such staggering amounts that the rankest pacifist has forgotten the meaning of economy.

But, while "reason holds her sway in this distracted globe" what citizen can say that business can go on, impeded as it is by all the other interferences of war, and produce revenue according to these demands? Is there a rational person who believes that "business," taken as a whole, can function in war-time to produce an equal volume? Is it not gradually diminishing (as a whole), despite war profits, and essential industries, and war demands? And as it diminishes does it not lose the *ability to pay taxes*? And does anyone believe that this diminishing volume is not an inverse ratio to the mounting ratio of costs of this war? What sane man then can believe that it is possible for a "business" retrograding from a normal peace level to pay half the costs of war *as they proceed*, as they increase in ratio, as against the taxes "before the war," without sapping its life and strength, without increasing its death rate, without in fact, *confiscating* it in part, and in many individual cases in whole? Why then lay these enormous taxes on this shredded theory of no bonds and no debts? Why set this arbitrary fifty-fifty program, that has no reason, justice, utility, or expediency in it? Why fifty-fifty under any circumstances? What financier or economist ever set such a measure?

How does the mathematical genius of any Congressional leader arrive at this "golden mean," this most happy division, this fair and impartial tax rate? As to Representative Kitchin, is he not the man who boasted that he would "vote with his eyes shut"? But can he think with his brain shut? Clearly and unmistakably it is shown that we are paying a greater ratio of war costs now in direct taxes than any other country. Why increase this still further? It is a cooked-up conclusion that the people ought to pay down out of their pockets half the cost of the war, though we send seven millions of men to France instead of two or three, half, no matter what the cost may yet be. Curious—and shall we say it, typically Congressional?

Why not try to arrange a tax schedule according to what "business," industry, toil, whatever you please to denominate the united and complete productive capacity of a people, can *afford* to pay, and still function, still produce in highest measure the actual things we need? There is something sinister about this "fifty-fifty divvy" anyhow. It sounds too fair—and many a time and oft on the Rialto it conceals a fraud. Certainly Congress would not camouflage the people—and yet if all the *obligations* accompanying our war means are estimated in their potentiality this fifty-fifty of current appropriations will fall far short of an equal division of

possible costs. What about future sinking funds, interest, pensions, claims for damages, insurance, losses in conflict, wastage through unavoidable mistakes (let us charitably put the airplane fiasco in this category) possible railway deficits, any and all contingencies not now foreseen, why not create a fund for these, year by year, and lay a direct tax to meet them? This would be a true fifty-fifty division? Let us have done with this foolish conclusion, assumption, or whatever it is. There is no sound reason why there should be an attempt to observe this ratio. There are insurmountable reasons against it. And we are proceeding blindly when we allow such a vagrant policy to creep into and influence consideration of these momentous and far-reaching problems.

Mr. Kitchin would wait. He is a bit canny in some things. There is an election coming. It might not be well to go "before the people" with this issue tossed on the troubled waters of discussion. He is convinced that fifty-fifty is right, and he is of the belief that even excess profits taxes, reaching sixty per cent in some cases now, should be doubled, if necessary, or so it is asserted, he believes and declares. But he would wait until after the election. Mr. Kitchin is a leader in the Democratic Party—he is not a grub, a glow-worm, a phosphorescent gleam in the swamps of the ancient do-nothing policies of his party—he is a bright and shining light. And he would wait—a more opportune time. Why? If fifty-fifty is the quintessence of right, justice, and democracy, why wait?

There is no sacred ratio. Direct taxes are enormous now. Many of the schedules are unjust as they exist. There is no reason why the industry and thrift of this generation should be made to pay an unjust, an inequitable portion of the burden of the war to carry out the theory of a fifty-fifty division; accumulated wealth, the hard-earned fortunes of the past, are already sacrificed on the altar of country. Bonds there are, bonds there will be—bonds and still more bonds in the future. And the people are subscribing to these credits, and will do so. Shall we then proceed to "double" these direct taxes regardless of the effect upon our industries and our actual production and power to produce? If there is to be an increase in the *amount* to be raised by taxes let that amount be reached by wisdom with reference to our current ability to pay and continue to live that we may work, and to do business that we may produce,—all to the end that we shall continue to grow stronger in the prosecution of a war, the mission of which is liberty, equality, and fraternity throughout the earth.

#### THE SECOND RED CROSS WEEK.

By proclamation of the President, the week May 20 to May 27 has been set apart as Red Cross week, that the American people may contribute another hundred million dollars to this beneficent work. There is no doubt that the amount will be subscribed.

One can scarcely find words in which to commend this humanitarian organization, now upon a magnificent business basis and embracing the whole world in its healing and helpful touch. If we witness upon the one hand the direst calamity that has ever befallen mankind, it is a melancholy pleasure to know that this sanctified service follows close in its wake.

And while it cannot properly be characterized as man's second thought, in its ethical and charitable nature it is certainly his better thought. Knowing no race, creed or country, it visits a suffering world with that divine compassion which once made the blind to see and the lame to walk out of a love that knew no bounds and asked no rewards.

In the ordinary course of our pulsing, eager and ambitious life, as a people, we set aside sums from our tax-revenues for the support and maintenance of institutions devoted to the care and uplifting of the very poor, the unfortunate and the afflicted, and we regard it as the smallest part of a common duty. Sometimes, it may be, we forget, and grow a little careless of the individual responsibility, in this collective action. If it should be so, this Red Cross work is opportunity to correct this attitude and dispel this apathy. It is not enough that organized charity and benevolence exist under State forms; on each is laid the command to help some one, somewhere. What more urgent appeal, what more favorable opportunity, what more worthy cause, than the war work of this American Red Cross, to show that "the gift without the giver is bare"—whereby one can give of his dollars and know that on some spent field of battle they are transformed into the water that cools famished lips, into the balm that soothes the throbbing of pain, and into the ministrations of science that bring health and hope to those who give all that others may live in peace and freedom.

It would be interesting to recount, even though briefly, the varied activities to which this second hundred million dollars will be put. But they are doubtless familiar to all our readers. It should not be overlooked, however, that all this money is expended with the idea of permanent betterment. Not only is this vast emergency to be filled to the utmost in the most expeditious and beneficial way, but always with the idea in view of making each dollar spent a continuous blessing. Literally it may be said that broken men are to be mended, and devastated homes and hamlets restored, wherever possible. It is this business planning for the future which gives added force to these huge expenditures, and which should accelerate and enlarge the free giving upon the part of the people. However the heart may bleed in the presence of this awful, huge and continuing suffering, it is a comfort to know that as much good as can be will be carried over into the aftermath when the passions and enthusiasms of men will die out and the sorrows of memory add their pain to the vacant hearthstones of the world.

A generous and loyal people have just provided four billions and more of money for the conduct of a war waged in the belief that war will be no more forever, in the triumph of liberty over force, of conciliation over conquest. It is meet upon the conclusion of this salutary effort, the thought of our citizenry should turn to the inevitable consequences of the war, and this call for a hundred millions for healing and help should be likewise oversubscribed. If the sermon has been a militant one, this Red Cross contribution comes as a benediction. And as men and women go back to the occupations and activities of life they may feel that all has been done that may be in this crisis which tries men's souls and tests the civilization upon which all must still rely who believe that man is worthy of life and immortality. And as we have faith in the readiness with which this new call will be met, so we have confi-

dence in the definite and orderly way in which the money will be expended—giving help now where most 'tis needed, and building a stronger and better race for the days that are to come.

#### THE COST OF WAR CAPITAL.

Nearly every individual in the civilized world, both among the belligerent and neutral countries, has felt directly or indirectly the burden of war. From the cost of the myriad of commodities which go to make up the engines of war down to the commonest necessities of life, all have increased by leaps and bounds—Argentine beef in London, and British cloth in Buenos Ayres both have doubled. It is not in the nature of things that the cost of capital should during this very general advance in commodities and labor, remain stationary. Money will always seek the highest return commensurate with safety. Restless, always for higher wages, the enormous competition for funds has gradually raised the cost on nearly every successive war loan to a higher yield. In considering the costs of funds to the belligerents we use here only the return on long time internal loans. Foreign issues and short time internal treasury borrowing rarely reflect true national credit at the various dates of issue.

Great Britain's First War Loan was issued in December 1914 on a 3.95% yield. The Second War Loan was issued in June 1915 at a 4½% yield. The Third War Loan was issued in January 1916 at a 5.41% yield and the Fourth War Loan in October 1917 at a 5.50% yield, a net increase in cost between the First and Fourth Loans of 1.55%. We have here omitted the portions of the Third and Fourth War Loans which were issued "income tax compounded" since their tax exemption created for them an artificial market and an abnormally low yield. The cost to the borrower naturally exceeded the actual return at the issue price through the remission of income taxes thereon otherwise collectible.

France's First War Loan for National Defense was issued in February 1915 at a 5.60% yield. The Second Loan for National Defense was issued in November 1915 at 5.68%. The Third War Loan was issued in October 1916 at 5.63%, and the Fourth War Loan issued in November 1917 at 5.83%—a net increase between the First and Fourth Loans of .23%.

Italy's First Loan for Military Preparation was issued in January 1915 at 4.70%. The First War Loan was issued in July 1915 at 4.85%. The Second War Loan was issued in January 1916 at 5.18%. The Third War Loan was issued in February 1917 at 5.55%, and The Fourth War Loan in January 1918 at 5.88%—a net increase between the First and Fourth Loans of 1.18%.

Russia's First Internal War Loan was issued in November 1914 at 5.30%. The Second in March 1915 at 5.35%. The Third in May 1915 at 5.70%. The Fourth in December 1915 at 6.25%. The Fifth in March 1916 at 6.25%, and the Sixth in November 1916 at 6.25%—a net increase of .05%.

Germany has issued eight war loans at regular intervals, the first in September 1914 and the last on March 28 1918. All of these loans have been issued in two separate classes of securities—rentes of the Empire and Treasury bonds. All of the rentes bear 5% interest and are redeemable at the pleasure of the Government at or after 1924, while the rate on the Treasury bills has varied between

$4\frac{1}{2}\%$  and 5%, with a maturity ranging between 1920 and 1932. The yield at issue price on the Treasury bills has shown some variance, but on the rents of the Empire the yield has been practically stationary —5.13% on the first loan and 5.10% on the eighth. The German Government has fixed the issue price without regard to money market conditions.

Austria's First War Loan was issued in November 1914 at 6.15%. The Second War Loan in May 1915 at 6.35%. The Third War Loan in October 1915 at 6.35%. The Fourth War Loan in April 1916 at 6.45%. The Fifth War Loan in November 1916 at 6.40%. The Sixth War Loan in July 1917 at 7.15% and the Seventh War Loan in November 1917 at 7.40%—a net increase of 1.25% between the First and Seventh Loans.

Hungary's First War Loan was issued in November 1914 at 6.50%. The Second War Loan in May 1915 at 6.50%. The Third War Loan in October 1915 at 6.75%. The Fourth War Loan in April 1916 at 6.90%. The Fifth War Loan in November 1916 at 6.35%. The Sixth War Loan in June 1917 at 6.95%, and the Seventh in January 1918 at 7.15%—a net increase in cost between the First and Seventh Loans of .65%.

Canada's First War Loan was issued in November 1915 at 5.30%. The Second War Loan in September 1916 at 5.25%. The Third War Loan in March 1917 at 5.35%, and the Fourth in November 1917 at an average of 5.70%—a net increase in cost between the First and Fourth Loans of 0.40%.

In the United States, the First Liberty Loan was issued in May 1917 at a cost of  $3\frac{1}{2}\%$ . The Second Liberty Loan in October 1917 at 4% and the Third has just been placed at  $4\frac{1}{4}\%$ —a net increase in cost between the First and Third Loans of  $\frac{3}{4}$  of 1%.

When pausing to consider the staggering sums which have been borrowed by the Powers, the above increases hardly appear to indicate more than the healthy operation of supply and demand. Money costs to our Government during the Civil War more than doubled, and England's during the Napoleonic Wars perhaps trebled.

#### THE OVERMAN BILL GOES ON THE STATUTE BOOK—ABDICTION OF CONGRESSIONAL FUNCTIONS.

On April 29 the Overman bill finished its course in the Senate by the remarkable vote of 63 to 15 (more than four to one) and on Tuesday it went through the House by the still more remarkable vote of 295 to 2. Thus the long controversy comes to its end. Nothing can be added to what has heretofore been said concerning this "prepared" and demanded grant of almost unlimited powers, and nothing need be retracted. The objections raised, chiefly in the Senate, are well-founded. Mr. Gillette of Massachusetts, one of the two in the House who refused to consent to it, said that not only does the bill part with the powers of Congress over organization of the departments (and here it is well to note that all the departments are legislative creations) but parts with the power and the check constitutionally provided through requiring confirmation of appointments by the Senate, "because under it the President can assign duties which have been given to a man confirmed by the Senate to another who has not been."

There is no more visible necessity for a further grant of unspecified powers than when the bill first

appeared, and none was shown at that time. Nothing which obviously would be or possibly might be for the more effective prosecution of the war has been denied by Congress, and nothing of such a character is likely to be; no niggardliness of support would be tolerated by the country, which has definitely decided against any small or half-hearted procedure. Nobody has ventured to offer as excuse for the shortcomings in our most essential lines of military preparations a lack of power in the Executive; the utmost claim (and even that has not been put on any firmer ground than opinion) is that a freer hand for the President is necessary in order to concentrate responsibility, weed out inefficiency, and produce the results whose lack has been so disappointing in two of the most important fields.

This bill has "passed" Congress, but it has obtained consent, not approval. It was so distasteful at first that a sponsor to present it in the Senate was found with difficulty and the indications were that it could not get a favorable report unless materially modified. It does not seem to have become less distasteful since, and it is consented to because insisted upon tenaciously and because not even the most outspoken Congressman is willing to seem to take the attitude of obstruction. So we have men in each branch, perhaps enough to defeat the bill had they stood by their own judgment and inclination, voting to literally "pass" what they do not approve. "We have passed one law and had to pass another to make it operative," said Senator Overman; "now let's be done with it by passing a bill that will let the President organize things the way he wants, so he won't have to ask any more legislation from us." And another Senator, declaring that he has not confidence in the President's judgment, said he wants to give free rein; "let's have this camouflage over" said he, "and put the responsibility where it belongs; the President wants more power, let's see what he can do with it."

This is not the right spirit of facing a clear and non-transferable public duty. The issues at stake are so vast that the reputation and the future of any man are as nothing in comparison with them. There must be one chief commander, for war cannot be conducted by a committee; a single judgment must decide, and must be approved or condemned without appeal by results, but the cause cannot be committed (whether by an unconscious partisanship or by a weary attempt to shift responsibility) to the complete infallibility of one man. The world is in a grapple with absolutism, and it should beware of adopting even the idea of what it fights.

Perhaps we should not trouble greatly at present over things extra-constitutional, merely because they are such. We have greatly strained that ancient and marvellously wise document; we have even laid it on the shelf, paying some respect to it by going along in a few well-worn ruts of government but not referring to it as a chart for determining the course. It is among the things silent in the clash of arms, and if we do not succeed in retaining a country we lose the Constitution. Everything done, and everything proposed which would once have startled us, is put on the plea of emergency, said to be necessary for a better prosecution of the war. But after the war has been successfully prosecuted to the end shall we return to the old known paths? Shall we remember that we dared hazardous short-cuts because necessity does not

barken to caution and shall we return to walking soberly when the shock of conflict is over? It seems too uncertain that we shall, unless we now keep sternly to the resolution to take these risks only as we must and to abandon them not merely "after" but as soon as the war is over.

The Executive is carrying out policies, and necessarily, that being its function; but it is also making them, it is legislating, it is insisting, it is demanding that questions be waived. The latest instance of this is the President's direct personal protest that a pending resolution in the Senate would mean "a direct vote of want of confidence," and virtually an attempt at serious interference with Executive action. Without discussing this at length, a movement to investigate cannot be justly taken as an expression of lack of confidence; investigation may be the surest means of confirming or increasing confidence. That certain investigations are needed and cannot be avoided is painfully evident; and certainly no sound mind can entertain the suggestion that a desire in Congress to aid the war and to learn the facts as a preparation for aiding can be construed as a desire to hinder. Congress is one of the three fundamental departments of Government. Its function is not simply to promptly pass whatever is offered to it from the outside, and to levy taxes enough to cover all appropriations asked of it. It has powers of check, of initiating, of exercising its own judgment. It is independent, not dependent; it is not subordinate, but co-ordinate. It may not sulk, it may not abdicate, it may not shun its responsibility elsewhere; it has no right to consent to what it disapproves, merely for the sake of being agreeable. It has a part assigned it, and it cannot refuse to bear that part without a clear dereliction from public duty.

Too far we have drifted along this path of apparent least resistance. Is it not quite time a halt were called upon it?

#### *INAUGURATING MAIL DELIVERY BY AIR CRAFT—OTHER DESIDERATA CONCERNING POSTAL MATTERS.*

According to previous announcement, the first aircraft mail runs started on Wednesday between Washington and New York, in both directions. The slight mishap natural to a first attempt does not detract from the interest, nor is that impaired by the rather moderate speed attained, the time of the southward trip being not up to the average and less than  $1\frac{1}{2}$  hours better than that of the rail. Judged merely as a feat and in respect to its spectacular features, this first trial has been beaten by some previous flights, and that some mail matter of restricted bulk and weight can be carried through the trackless way overhead more swiftly than on steel ribbons below has not been open to doubt.

Yet it is not surprising, although one enthusiastic reporter of the feat deems it so, that "the public failed to rise completely to the opportunity of sharing in an event which was inevitably reminiscent of the first steamboat and the first steam locomotive, as well as prophetic of what is to come in the sky when the invention of the Wrights is converted from wartime use to the peaceful commerce that was in the vision of the pioneers." It would be incorrect to put Wednesday's attempt on a plane of epoch-making comparable to the day when the first boat successfully moved on the Hudson by steam and

the other day when George Stephenson "delivered himself" by proving the steam locomotive to be potentially more than a clumsy draught horse on tram lines from coal mines. To the two-dimension or two-medium travel on land and water which we have long had and had supposed sufficient the war has added another two, under-water and through the great ocean that envelops the globe. It is inconceivable that under-water navigation can ever become more than a war means, although one could wish it might incidentally lead to a large recovery of value which the sea has swallowed; but as to the realm above there is no discoverable limit which may not be reached and passed. The boldest forecast of prophetic imagination cannot reach past the vision of an English lecturer, sketched in the "Chronicle" several months ago, of long transcontinental and globe-girdling air routes, laid out in tiers or lanes superimposed upon one another. This vision, which included every purpose of travel, science and commerce, is not to be pronounced impossible; but in this, and not in any short mail route for special matter, lies the prophecy for the future.

What the world will undertake and accomplish, after the demon of land-lust and murder has been driven out and a term of real and lasting peace is assured, lies beyond all moderate imagining; yet we may feel confident that the plan of creation will go on and that war, the great stimulator as well as the great destroyer, will produce some compensations. The day of deliverance for aerial navigation was when the Wrights first "flew," adding real flight to gliding and volplaning, the latter being only in essence what the boy's kite did long ago.

It might be better not to expend or excite ourselves overmuch in trying to establish swifter and better mail routes at present, while we are laboring to establish our title to stand on the earth itself. Meanwhile, we might do better to try to improve existing mail transmission, and the complaints of poor service have been so many and so persistent that it is not supposable they can be without just cause. The narrow view which has long been taken in Washington regarding the value of great cities in the commercial and industrial work of the country, and the hostility to expenditures for better mails transmission in them might well be revised. For instance, suppose the hostility to the pneumatic tube, still not laid aside wholly, were thus laid aside? Further, suppose the matter of undoing the thoughtless mischief inserted in the revenue law concerning second-class mail matter were promptly taken up and put through?

#### *AN OPPORTUNITY IN THE WAR FOR OFFENDERS AGAINST THE LAW—OUR SYSTEM OF PENALOGY.*

The Harriman National Bank prints a modestly displayed advertisement to urge that "the patriotism of the prisoners at Sing Sing in organizing a Liberty loan campaign among themselves suggests an opportunity for prison reformers that they have not grasped."

The social state claims and must assert the right of self-protection; therefore society sequesters and supports as a public charge the defective, the insane, the incompetent as to labor, and the breakers of statute. The treatment of none of these classes is ideally good, and doubtless that of the convicted criminal is the worst. A child's training, said a

wise observer, should begin several generations back; we permit the bad kind to go one generation back. We have a compulsory school system, but it does not yet supplant the bad education of the street, of the "gang," of the growth to the time of young manhood without acquiring manhood and gaining any practical knowledge. Without intending it, and without realizing either the fact or its destructive cost, we keep our prisoner class continually recruited from those who are moved along toward it by a powerful drifting current.

Some progress towards remedying this defect is doubtless making, and will be more rapid as the seriousness of it is realized. Treatment of the convicted law-breaker is worse and might be sooner remedied. Our penology undertakes to act as a deterrent, and lamentably fails, even in respect to the highest crime, murder. It attempts to punish the offender, which is something beyond human power; it professedly aims to prevent his coming back by piling on the imprisonment term for second and later offenses, but it leaves him no escape from continuing in crime. He is sentenced to imprisonment at hard labor, but the labor profits nobody except the shady politicians and the contractors who are allowed to exploit the unfortunate. Organized labor besottedly bans the prison-product, and once (about thirty years ago) procured passage of a law in this State that practically shut the prisoners up to an idleness against which some of them protested unanswerably. Having been taught nothing useful to him, the convict who has fulfilled his term receives a suit of clothes and a small sum of money, and is bidden, almost Pharisaically, to go and sin no more. Without a cultivated power which he can use, with the prison-mark on him, with society drawing its industrial and other skirts from contact with him, the only way open to him for getting a living is to filch one, and then society deals increased severity to him as a confirmed offender who prefers evil courses and must therefore be left to wallow in them.

Society thus undertakes what it cannot adequately do—punish; it neglects and shuts its eyes to what it might do—recover. Its system aims to be punitive, whereas it should aim to be curative.

Much could be instructively said, and much might be thought, upon this subject. But the Osborne idea was clearly sound (and no scheme lacking that idea can be sound) in this: it individualized the offender instead of making him a numbered wearer of a prison garb; it treated each case as separate and sought to cure, thereby saving the man for himself and for society; it had faith in a germ of good in him. There will never be much improvement in our wicked and destructive penology until the Osborne idea gets a firm hold.

How far fallen is a fallen man; how hopeless is a confirmed and abandoned criminal? If any person in human form is found who can look on some deed of self-forgetful heroism and not be thrilled thereby in the least, then, humanly speaking, such a person may be commended, and without hope, to that grace which is said to be able to save "to the uttermost." Has any such person, impenetrable to the heroic note, ever been discovered?

To return now to the Harriman suggestion; it is this:

"Why not give the inmates of the jails and reformatories a chance to redeem themselves at the battlefield? Possibly all of them would jump at the chance to get out, and undoubtedly most of them would perhaps be animated by a higher purpose. We have thrilling stories from France of the Apache, for example, redeeming himself at the front and now wearing the Croix de Guerre, and of many a British ne'er-do-well distinguishing himself by deeds of valor and heroism. We cannot conceive that an American would less distinguish himself."

Observe that the convict counts himself forgotten and despised by the world and denied his fair chance. He is an Ishmael, against mankind and with mankind against him; seeing no alternative but crime before him, his hope is that he may practice it with fewer interruptions. Certainly there is something pathetic in a Loan campaign among these outcasts, since each is a Philip Nolan in being a "man without a country."

In this State alone, pursues this unusual advertisement, some 5,000 men are in confinement and in the United States not less than 100,000; "here is a body of men not all nor altogether responsible for the acts that have put them away, and, in part at least, sufficiently responsible mentally to fight for America." Various suggestions for utilizing convict labor in the present shortage have previously been made; for example, in roadbuilding and agriculture. Among the imprisoned may be a few possible "aces" in aviation; some capable of the thrilling personal exploits we are reading of in the work of our men at the front; some capable of inventive service or of hospital service; but are there not potential fighters and heroes among them, once give them the appeal of opportunity?

The advertisement asks our prison reformers to give these men a chance to retrieve themselves (which certainly they have not had) "and, in popular phrase, to come back," reminding us as well that we are paying taxes for keeping these who might save themselves and be made over into real men, conscious of manhood, while serving us. Obviously there may be practical difficulties in the way of the full application of the idea, but the idea itself should not be heedlessly rejected. Incidentally, the advertisement is interesting as an example of how serious thought and fertile suggestion have been put of late into the form of paid-for instead of voluntary communications.

#### RAILROAD GROSS AND NET EARNINGS FOR MARCH.

As was to be expected, March returns of the gross and net earnings of United States railroads are a decided improvement on the returns for the two months immediately preceding, when the conditions were about as adverse as they have ever been in railroad history. In one particular, however, there is still great need of a change for the better, namely in the matter of the net earnings. These net results continue unsatisfactory, though they are not so extremely bad as they were in January and February. The trouble arises out of the great augmentation in expenses. This addition to the expenses and rise in operating cost is of tremendous extent, and possesses special significance at the present time in view of the news this week that the Railway Administration at Washington has been advised that there must be an all-round advance in rates of at least 25%, and

that the Director-General of Railroads, Mr. McAdoo, has the matter under consideration and is likely to act favorably on some such proposition.

Our compilation for the month of March affords evidence that gross earnings continue to expand in a satisfactory way, the unfortunate feature being that the whole of the increase, and more too, is being absorbed by augmented expenses. As was pointed out by us in reviewing the preliminary compilation of the gross earnings for that month, the indications are that after the freight congestion and embargoes experienced in January and February much delayed freight came forward in March, besides which Western roads had the advantage of a larger grain and live stock movement and there was also some increase in the cotton movement in the South. Furthermore, in the case of a number of roads running west and northwest from Chicago, certain drawbacks encountered in 1917 in the way of bad weather and snow blockades were averted the present year, there bring no such obstructions of a serious nature in these cases in 1918. On the other hand, however, March this year contained five Sundays, as against only four last year, thus giving one less working day in 1918.

Notwithstanding this loss of a working day in 1918, the aggregate of the gross for the month the present year reaches \$362,761,238, as against only \$312,276,881 in March 1917, thus showing an increase in the handsome amount of \$50,484,357, or 16.22%. The increases in expenses, however, over-topped this large gain in gross by nearly \$5,000,000. In other words, with \$50,484,357 addition to gross earnings, there was \$55,232,827 increase in expenses, leaving, therefore, a reduction in the net earnings in amount of \$4,748,470, or 5.36%, the aggregate of the net for March 1918 being only \$82,561,336, as against \$87,309,806 for March 1917. This is without reckoning the taxes, which, if deducted, would still further increase the loss in net. With the upward tendency of expenses thus clearly revealed, there comes now the recommendation of the McAdoo Wage Commission proposing an advance in wages of all classes of railroad employees to an extent and in a way such as will add \$288,000,000 per year to the pay-roll of the carriers. In that and the enhanced cost of fuel, materials and supplies, is found the basis for a general and large increase in rates, such as we are told is now to be made. In the following we show the March comparative totals of gross earnings, operating expenses (not including taxes) and net earnings. These are our footings, based on the monthly returns filed with the Inter-State Commerce Commission at Washington. It should be understood that the Commerce Commission now requires monthly returns only from carriers earning in excess of \$1,000,000 per annum. Previously all carriers earning more than \$100,000 per year gross were obliged to make these monthly reports. Even with the compilation, however, confined to roads with gross earnings of over a million dollars a year, the greater part of the mileage of the country is represented in our totals. In a word, our compilations cover altogether 230,336 miles of road, which is about 92% of the entire railroad mileage of the country.

	1918.	1917.	Amount.	%
March (192 Roads)—				
Miles of road.....	230,336	228,835	+1,501	0.65
Gross earnings.....	\$362,761,238	\$312,276,881	+\$50,484,357	16.22
Operating expenses.....	280,199,902	224,967,075	+55,232,827	24.50
Net earnings.....	\$82,561,336	\$87,309,806	-\$4,748,470	5.36

What gives additional significance to the augmentation in expenses the present year is that this follows a similar state of things in March last year. To be exact, for March 1917 our compilation registered \$27,249,215, or 9.27% gain in gross, but this was attended by an increase in expenses of no less than \$35,160,455, or 17.31%, leaving hence a loss in net of \$7,911,240, or 8.18%. For the two years combined, therefore, gross earnings have risen in amount of \$77,733,572, but expenses have moved up in the huge sum of \$90,393,282, thus reducing net (in face of this great growth in revenues) in amount of \$12,659,710. On the other hand, in March 1916 we had an extraordinarily favorable exhibit, the gain in gross then being \$58,731,563, or 24.66%, and the gain in the net \$29,378,627, or 42.96%. Yet this improvement in March 1916 itself followed poor or indifferent returns in the years immediately preceding, the 1916 improvement constituting, therefore, in no small measure merely a recovery of antecedent losses. Thus, for March 1915 our tabulations recorded a loss in gross of \$15,194,218, or 5.99%, though this was attended by a small gain in net—\$1,000,350, or 1.48%. In March 1914 there were slight gains in both gross and net (\$660,166 in the case of the gross and \$3,104,528 in the case of the net), but these small gains resulted entirely from the absence of certain adverse developments which in the year preceding had heavily cut down revenues while augmenting expenses. In other words, in March 1913 earnings had been very unfavorably affected by the great floods which occurred in the Middle and Middle Western States in the closing week of that month. These floods not only caused immense property damage and the loss of many lives but resulted in a complete suspension of railroad operations for a few days on a good part of the railroad mileage in Ohio and Indiana, and on all the lines connecting therewith from the East, the West and the South. It thus happened that the roads which in 1913 had their earnings heavily reduced, regained in 1914 some of the loss and hence were able to report increases—in a few cases of considerable amount—which increases served to that extent to offset the losses on other roads or to overcome them altogether.

There was no falling off in gross in March 1913 on the roads as a whole in the United States, but in the net, because of the augmentation in expenses, there was an actual falling off. In brief, our compilation for March 1913 showed \$4,275,145 decrease in net earnings, due to an augmentation of \$14,870,984 in expenses at a time when the addition to gross earnings (the floods having greatly cut down the normal rate of addition) was but \$10,595,839, or 4.46%. As a matter of fact, however, net earnings at that time had been making poor exhibits for several successive years. Our compilations for March 1912 registered \$12,955,678 gain in gross (5.77%), of which only \$848,494 was carried forward as a gain in the net. Going a year further back we find that there was an actual loss in both gross and net in March 1911; by the figures of the Inter-State Commerce Commission, \$11,264,790 in gross and \$9,148,129 in net. In the year preceding, large expenditures were also a conspicuous feature of the returns; according to the tabulations of the Inter-State Commerce Commission, there was an increase in gross in March 1910 of no less than \$32,887,440, but the gain in net was no more than \$8,664,106. In March 1909

there were very striking gains in both gross and net—\$22,190,078 in the former and \$14,303,842 in the latter; but these gains followed largely as the result of the heavy losses sustained in 1908, the year following the 1907 panic. In 1908 the Commission had not yet begun to give out the comparative figures. Our own compilations then were somewhat incomplete, owing to the circumstance that earnings were running so poorly that a number of big companies withheld their figures, not caring to disclose the magnitude of their losses. On an aggregate of only 152,058 miles of road, our statement then showed a decrease of \$21,531,681 in gross and of \$6,543,631 in net. We estimated that for the entire railroad mileage of the country the falling off in gross for the month must have been about \$34,000,000, with a shrinkage of \$10,000,000 in net. In the following we give the March totals back to 1896. For 1911, 1910 and 1909 we use the Inter-State Commerce figures, but for preceding years we give the results just as registered by our own tables each year—a portion of the railroad mileage of the country being always unrepresented in the totals, owing to the refusal of some of the roads then to give out monthly figures for publication.

Year.	Gross Earnings.			Net Earnings.		
	Year Given.	Year Preceding.	Inc. (+) or Dec. (-).	Year Given.	Year Preceding.	Inc. (+) or Dec. (-).
March.	\$	\$	\$	\$	\$	\$
1896	52,393,093	51,220,449	+1,172,644	16,004,390	16,051,229	-46,839
1897	56,662,338	55,792,864	+869,474	17,992,125	16,567,539	+1,424,786
1898	65,920,850	57,313,697	+8,607,153	21,833,910	18,045,866	+3,788,044
1899	71,322,133	66,789,833	+4,532,300	23,576,797	21,872,713	+1,704,084
1900	81,946,098	72,318,540	+9,627,558	26,782,183	23,895,780	+2,886,403
1901	96,738,826	88,084,673	+8,654,153	32,780,439	28,903,196	+3,877,243
1902	97,290,104	92,943,633	+4,346,471	31,299,387	30,736,551	+562,836
1903	106,208,702	91,541,576	+14,667,126	33,406,751	28,846,908	+4,559,843
1904	110,945,055	110,657,629	+287,426	30,628,797	34,291,160	-3,662,363
1905	120,507,724	110,277,421	+10,230,303	36,878,227	31,654,402	+5,223,825
1906	129,538,705	116,861,229	+12,977,479	40,349,745	35,312,906	+5,036,842
1907	141,580,502	128,600,109	+12,980,303	40,967,927	40,904,113	+63,814
1908	141,193,819	162,725,500	-21,531,681	39,328,523	45,872,154	-6,543,631
1909	205,700,013	183,509,935	+22,190,078	69,613,713	55,309,871	+14,303,842
1910	238,725,772	205,838,332	+32,887,440	78,322,811	69,658,705	+8,664,106
1911	227,564,915	238,829,705	-11,264,790	69,209,357	78,357,486	-9,148,129
1912	237,564,332	224,608,654	+12,955,678	69,038,987	68,190,493	+848,494
1913	249,230,551	238,634,712	+10,595,839	64,893,146	69,168,291	-4,275,145
1914	250,174,257	249,514,091	+660,166	67,993,951	64,889,428	+3,104,528
1915	238,157,881	235,352,099	-15,194,218	68,452,432	67,452,082	+1,000,350
1916	296,830,406	238,098,843	+58,731,563	97,771,590	68,392,963	+29,378,627
1917	321,317,560	294,068,345	+27,249,215	88,807,466	96,718,706	-7,911,240
1918	362,761,238	312,276,881	+50,484,357	82,561,336	87,309,806	-4,748,470

Note.—Includes for March 141 roads in 1896, 127 in 1897, 137 in 1898, 123 in 1899, 126 in 1900, 123 in 1901, 126 in 1902, 107 in 1903, 101 in 1904, 101 in 1905, 96 in 1906, 94 in 1907; in 1908 the returns were based on 152,058 miles of road; in 1909, 233,702; in 1910, 239,691; in 1911, 244,081; in 1912, 238,218; in 1913, 240,510; in 1914, 245,200; in 1915, 246,848; in 1916, 247,363; in 1917, 248,185; in 1918, 230,336. Neither the Mexican roads nor the coal mining operations of the anthracite coal roads are included in any of these totals.

In the case of the separate roads, the showing is in keeping with the general results. Here, however, it happens that there are numerous instances where the gains were of such large magnitude that even a very pronounced augmentation in expenses was not sufficient to extinguish the same altogether. This is true, for instance, of the New York Central Railroad, which, with \$2,989,117 addition to gross, has managed to save \$68,733 for the net. It is also true of several (but not all) of the prominent Southern systems and a few in the Southwest. Thus the Louisville & Nashville reports \$1,888,345 gain in gross and \$553,323 gain in net; the Southern Railway \$2,427,390 gain in gross and \$1,131,281 in net; the Missouri Pacific \$1,077,075 gain in gross and \$196,871 in net; the Missouri Kansas & Texas \$700,019 gain in gross and \$77,268 in net; the Rock Island \$1,347,877 in gross and \$303,095 in net; and the St. Louis Southwestern \$508,115 in gross and \$236,271 in net. On the other hand, the Norfolk & Western, with \$651,476 increase in gross, has \$561,215 decrease in net; the Chesapeake & Ohio, with \$722,986 increase in gross, has \$12,881 decrease in net; the Atlantic Coast Line, with \$641,431 increase in gross, has \$20,066 decrease in net; the Atchison, with \$1,050,474 increase in gross, has \$778,249 decrease in net; the St. Louis-San Francisco, with \$931,963

increase in gross, has \$146,310 decrease in net; the Southern Pacific, with \$1,668,373 increase in gross, has \$1,028,239 decrease in net, and the Union Pacific with \$2,125,095 increase in gross, reports \$978,096 loss in net.

The Chicago & North Western has added \$1,445,599 to gross and \$417,136 to net; the Northern Pacific \$1,110,950 to gross and \$269,000 to net, and the Illinois Central \$1,812,636 to gross and \$453,498 to net. But the Burlington & Quincy, with \$1,501,990 gain in gross, falls \$529,017 behind in net; the Milwaukee & St. Paul, with \$1,167,983 increase in gross, has \$596,757 decrease in net, and the Great Northern, with \$677,890 gain in gross, loses \$595,957 in net. Among the Eastern trunk lines we have already referred to the improvement on the New York Central. In the case of the other systems in the same territory there is a different story to tell. The Pennsylvania on the lines directly operated east and west of Pittsburgh, though having added \$5,099,857 to gross, falls \$2,759,606 behind in net; the Baltimore & Ohio, with \$2,314,520 increase in gross, suffers \$368,992 decrease in net, and the Erie, with \$1,051,963 gain in gross, suffers \$733,153 decrease in net. In New England, the Boston & Maine, with \$434,960 gain in gross, has \$275,658 loss in net, and the New Haven, with \$620,409 increase in gross, loses \$482,112 in net. In the following we show all changes for the separate roads for amounts in excess of \$100,000, whether increases or decreases, and in both gross and net.

#### PRINCIPAL CHANGES IN GROSS EARNINGS IN MARCH.

	Increases.	Decreases.	
Pennsylvania (3)	\$5,099,857	Chic & Eastern Illinois	\$371,512
New York Central	2,989,117	Long Island	365,184
Southern Railway	2,427,390	N Y Chicago & St Louis	335,464
Baltimore & Ohio	2,314,520	Chic St Paul Minn & Om	329,218
Union Pacific (3)	2,125,095	Pere Marquette	284,800
Louisville & Nashville	1,888,345	Central of New Jersey	282,680
Illinois Central	1,812,636	Internat'l & Great North	281,975
Southern Pacific (7)	1,668,373	Buffalo Roch & Pittsb	276,470
Chicago Burl & Quincy	1,501,990	Kansas City & Southern	262,919
Chicago & North West	1,445,599	Chicago Great Western	259,880
Michigan Central	1,409,289	Chicago & Alton	254,464
Rock Island (2)	1,347,877	Texas & Pacific	249,590
Cleve Cinc Chic & St L	1,252,291	Wabash	244,991
Chicago Milw & St Paul	1,167,983	Colorado & Southern (2)	195,203
Northern Pacific	1,110,950	Elgin Joliet & Eastern	177,921
Missouri Pacific	1,077,075	Toledo & Ohio Central	171,522
Erie (2)	1,051,963	Wheeling & Lake Erie	165,594
Atch Top & Santa Fe (3)	1,050,474	New Ori & North East	164,630
St Louis-San Fran (3)	931,963	N Y Phila & Norfolk	164,456
Chesapeake & Ohio	722,986	New Ori Tex & Mex (3)	156,356
Missouri Kansas & Texas	700,019	Alabama Great Southern	155,559
Great Northern	677,890	Delaware Lack & West	151,105
Norfolk & Western	651,476	Georgia	147,260
Atlantic Coast Line	641,431	N Y Ontario & Western	132,605
N Y New Haven & Hartf	620,409	Western Maryland	131,217
Central of Georgia	532,428	Lake Erie & Western	123,780
St Louis Southwest (2)	508,115	Toledo St Louis & West	117,433
Yazoo & Miss Valley	503,670	Louisiana Ry & Nav'g	109,365
Philadelphia & Reading	502,287	Minneapolis & St Louis	102,752
N Y Chicago & St Louis	444,030	Cinc New Ori & Tex Pac	102,510
Boston & Maine	434,960	Florida East Coast	101,202
Pittsburgh & Lake Erie	429,124		
Lehigh Valley	417,880	Representing 85 roads in our compilation	\$48,237,741
Seaboard Air Line	408,632		

Note.—All the figures in the above are on the basis of the returns filed with the Inter-State Commerce Commission. Where, however, these returns do not show the total for any system, we have combined the separate roads so as to make the results conform as nearly as possible to those given in the statements furnished by the companies themselves.

a This is the result for the Pennsylvania RR., together with the Pennsylvania Company, and the Pittsburgh Cincinnati Chicago & St. Louis, the Pennsylvania RR. reporting \$3,868,104 increase, the Pennsylvania Company \$645,756 gain and the P. C. C. & St. L. \$585,997 gain. Including all lines owned and controlled which make monthly returns to the Inter-State Commerce Commission, the result is a gain of \$5,819,587.

b These figures cover merely the operations of the New York Central itself. Including the various auxiliary and controlled roads, like the Michigan Central, the "Big Four," &c., the whole going to form the New York Central System, the result is a gain of \$6,556,168 in gross and a gain of \$1,675,258 in net.

#### PRINCIPAL CHANGES IN NET EARNINGS IN MARCH.

	Increases.	Decreases.	
Southern Railway	\$1,311,281	Erie (2)	\$733,153
Michigan Central	900,154	Chicago Milw & St Paul	596,757
Clev Cinc Chic & St L	555,384	Great Northern	595,957
Louisville & Nashville	553,323	Norfolk & Western	561,215
Illinois Central	453,498	Chicago Burl & Quincy	529,017
Chicago & Northwest	417,136	N Y New Haven & Hartf	482,112
Yazoo & Miss Valley	345,802	Philadelphia & Reading	468,875
Rock Island (2)	303,005	Delaware Lack & West	435,588
Pere Marquette	280,903	Baltimore & Ohio	368,992
Northern Pacific	269,000	Central of New Jersey	312,398
St Louis South West (2)	236,271	Maine Central	280,077
Elgin Joliet & Eastern	225,598	Boston & Maine	275,658
Nashville Chatt & St L	211,260	Lehigh Valley	265,183
Central of Georgia	196,871	Delaware & Hudson	212,877
Missouri Pacific	179,114	Wabash	193,330
N Y Chicago & St Louis	159,326	Virginian	182,577
Long Island	124,765	Mobile & Ohio	179,053
New Ori Texas & Mex. (3)	101,364	Canadian Pac in Maine	166,442
Internat'l & Great Nor	100,564	Grand Trunk Western	158,245
New Ori & North East	778,249	St Louis-San Fran (3)	146,310
		Minn St Paul & S S M	140,239
		Seaboard Air Line	129,275
		Western Maryland	128,931
		Denver & Rio Grande	123,377
		Bessemer & Lake Erie	111,694
		Representing 45 roads in our compilation	\$13,321,522

a This is the result for the Pennsylvania RR., together with the Pennsylvania Company, and the Pittsburgh Cincinnati Chicago & St. Louis, the Pennsylvania RR. reporting \$2,658,437 decrease, the Pennsylvania Company \$357,722 loss and the P. C. C. & St. L. \$256,553 gain. Including all lines owned and controlled which make monthly returns to the Inter-State Commerce Commission, the result is a loss of \$2,599,972.

When the roads are arranged in groups or geographical divisions, according to their location, it is found that all the groups and divisions record substantial improvements in the gross, but that four of the seven divisions record losses in the net. Those forming exceptions to the rule and showing improved net are the Southern Division, the Middle Western and the Southwestern groups. For March last year all the divisions except the Southwestern and the Pacific group showed reduced net. Our summary by groups is as follows:

## SUMMARY BY GROUPS.

Section or Group—	Gross Earnings—			
	1918.	1917.	Inc. (+) or Dec. (-).	%
March—	\$	\$	\$	%
Group 1 (8 roads), New England ...	15,530,173	14,535,164	+995,109	6.85
Group 2 (34 roads), East & Middle...	97,096,780	84,162,562	+12,934,218	15.39
Group 3 (29 roads), Middle West...	43,563,755	37,284,622	+6,279,133	16.85
Groups 4 & 5 (34 roads), Southern...	51,452,770	41,879,813	+9,572,957	22.86
Groups 6 & 7 (29 roads), Northwest...	76,298,004	65,376,145	+10,921,859	16.70
Groups 8 & 9 (46 roads), Southwest...	57,025,583	49,111,866	+7,913,717	16.16
Group 10 (12 roads), Pacific Coast...	21,794,173	19,926,809	+1,867,364	9.66
Total (192 roads).....	362,761,238	312,276,881	+50,484,357	16.22

Section or Group—	Net Earnings—			
	Mileage—	1918.	1917.	Inc. (+) or Dec. (-).
	1918.	1917.	\$	%
Group No. 1.....	7,388	7,421	2,075,722	3,375,566
Group No. 2.....	28,208	27,113	14,132,932	19,604,600
Group No. 3.....	21,347	21,292	9,885,380	8,540,986
Groups Nos. 4 & 5 .....	38,200	38,363	15,716,899	14,088,092
Groups Nos. 6 & 7 .....	65,906	65,696	18,737,683	18,757,872
Groups Nos. 8 & 9 .....	52,801	52,583	15,988,164	15,743,110
Group No. 10.....	16,486	16,367	6,024,556	7,199,580
Total .....	230,336	228,835	82,561,336	87,309,806
				—4,748,470
				5.36

NOTE.—Group I. includes all of the New England States.

Group II. includes all of New York and Pennsylvania except that portion west of Pittsburgh and Buffalo; also all of New Jersey, Delaware and Maryland, and the extreme northern portion of West Virginia.

Group III. includes all of Ohio and Indiana; all of Michigan except the northern peninsula, and that portion of New York and Pennsylvania west of Buffalo and Pittsburgh.

Groups IV. and V. combined include the Southern States south of the Ohio and east of the Mississippi River.

Groups VI. and VII. combined include the northern peninsula of Michigan, all of Minnesota, Wisconsin, Iowa and Illinois; all of South Dakota and North Dakota and Missouri north of St. Louis and Kansas City; also all of Montana, Wyoming and Nebraska, together with Colorado north of a line parallel to the State line passing through Denver.

Groups VIII. and IX. combined include all of Kansas, Oklahoma, Arkansas and Indian Territory, Missouri south of St. Louis and Kansas City; Colorado south of Denver, the whole of Texas and the bulk of Louisiana; and that portion of New Mexico north of a line running from the northwest corner of the State through Santa Fe and east of a line running from Santa Fe to El Paso.

Group X. includes all of Washington, Oregon, Idaho, California, Nevada, Utah and Arizona and the western part of New Mexico.

## Current Events and Discussions

## ECONOMIZING ALONG THE RIGHT LINES.

[From "The Sun" of New York, May 16 1918.]

To the Editor of "The Sun":

Dear Sir—Allow me to enter my protest right at the start at the initiation of the so-called Economy Campaign, apparently originated in official circles in Washington.

I instance a statement that Secretary McAdoo is having his shoes half soled instead of buying a new pair. If the Secretary will consult the census reports and the Department of Commerce, he can find out how many persons depend for their livelihood on the manufacture of men's, women's, and children's shoes.

The enclosed, from the New York "Evening Sun," of this date, contains a quotation which seems to be official, showing that the Quartermaster's Department of the army is not encountering any scarcity of leather.

The statement was made, some time ago, that supplies of leather and hides in this country were greater than ever before. The same thing applies to many other branches of business, manufacturing, wholesale and retail.

Of course, if there is a scarcity of any necessary commodity, as in wheat or sugar, the American people will be found ready and willing to curtail their consumption, as far as necessary, or do without altogether. To stop the usual currents of business is to reduce the ability of the business community to pay taxes or invest in Liberty bonds.

There may be "non-essentials" where curtailment of production will release needed supplies, such as coal and steel, where they are needed for ship building, munitions, or other things necessary for an energetic prosecution of the war.

The manufacturers of automobiles and pianos have already protested that they are not in this class.

Mr. Vanderlip, some weeks ago, made an address in favor of personal economies, with the reservation that he thought that his preaching would do no harm, for he thought that it would be generally disregarded.

Reports from England show that the munitions and other war workers are receiving such high wages that business in many lines is greatly stimulated, and that money thus put in circulation, made possible the payment of the heavy taxes, income and other, and also provide capital for taking up the enormous Government loans.

My suggestion is that we should go slow about interfering with the currents of trade and not disturb the habits of the people in any way that will cause business depression, which might lead to disaster. Also that a close study should be made of methods and results in other countries at war.

If there are not any profits, excess or other, to tax, it might be difficult to finance the enormous demands which are being suggested to Congress.

Yours very truly,

JOSEPH D. HOLMES.

New York, May 15 1918.

## NO OFFERINGS OF BRITISH TREASURY BILLS.

There were no offerings this week by J. P. Morgan & Co. of the ninety-day British Treasury bills.

## ADDITIONAL CREDITS TO GREAT BRITAIN, FRANCE, ITALY AND SERBIA.

On May 14 credits of \$200,000,000 to Great Britain, \$100,000,000 to France and \$100,000,000 to Italy were authorized by Secretary of the Treasury McAdoo. The following day, May 15, an additional credit of \$3,000,000 was granted to Serbia by the United States. With this week's advances the total credits to the Allies established by the United States since our entry into the war reach \$5,766,850,000, apportioned as follows: Great Britain, \$2,995,000,000; France, \$1,665,000,000; Italy, \$650,000,000; Russia, \$325,000,000; Belgium, \$107,850,000; Cuba, \$15,000,000; Serbia, \$9,000,000.

## YIELD FROM BRITISH WAR SAVINGS CERTIFICATES.

An Associated Press dispatch from London on May 15 stated that Savings Certificates and the 4 and 5% war bonds which the Bank of England is issuing produced £619,000,000 from Oct. 1 to April 1, according to an announcement by Chancellor Bonar Law in the House of Commons on the 15th inst. He is said to have stated that there had been a recent falling off in subscriptions, but he was considering steps for stimulation of the campaign and he was not in the least despondent over the prospects of obtaining the money required in this way.

## CREATION IN BANK OF ENGLAND OF OFFICE OF COMPTROLLER.

The creation by the directors of the Bank of England of a new post, to be known as "Comptroller of the Bank," and the appointment to the new position of Sir Gordon Nairne, at present Chief Cashier, was announced on May 5. The new official will be equivalent to a general manager, and it is said the positions of Governor and Deputy Governor will not be affected.

## FRANCE ISSUES "ONE MONTH BONDS."

It is learned through a Paris press dispatch of May 10 that "one-month bonds" for the national defense have just been created by the Ministry of Finance. This dispatch says:

A person investing in these bonds may collect interest on the first of each month at the rate of 3.69% a year. The bonds may be carried two or three months, in which event the investor would receive interest at the rate of 4.20% for the second and third months, bringing the rate for the period of three months to 4%.

Bonds calling for 100, 500 and 1,000 francs will be placed at the disposition of the public on May 31. The purchase price will be 99.70, 498.50 and 997 francs, respectively.

The innovation affords an opportunity for manufacturers, traders and other persons unable to invest their capital for long periods to find remunerative and sure investments, the State becoming their banker. The bonds will be placed on sale in every Post Office.

## SIR THOMAS WHITE ON CONFERENCES LOOKING TO ADJUSTMENT OF EXCHANGE BETWEEN UNITED STATES AND CANADA.

The immediate necessity for "much greater economy" if the rate of exchange between Canada and the United States is to be kept normal and the Canadian dollar quoted at par internationally, was emphasized by Sir Thomas White, Canadian Minister of Finance, on May 16, according to a Toronto dispatch of that date. The statement was made by him with his arrival in Canada after conferences in Washington and New York relative to war financing, mention of which was made in our issue of May 4. Sir Thomas, according to Toronto advices, stated that he secured permission from the Capital Issues and Priorities Board for the issuance of certain Canadian securities in New York. He also, so the same advices state, had conferences with the British War Mission as the result of which it is possible that large additional war contracts for munitions and other supplies will be placed in Canada. He stated that the present financing of Allied purchases in Canada amounts to \$25,000,000 covering munitions, shipbuilding and other accounts, as well as the \$40,000,000 contract for cheese to which must be added at a later date the financing of the Western wheat crop movement. He said good progress was being made in connection with the readjustment of the United States-Canada exchange problem.

**CITY OF TORONTO IMPOSES TAX ON MORTGAGES.**

The city of Toronto, Ont., acting in accordance with an Act passed by the last Legislature, is imposing a tax of one-tenth of 1% of the amount of a mortgage for its registration, while the registrar's fee has been increased to \$1.50 for each instrument. Concerning the new law the "Financial Post" of Toronto published the following in its issue of May 11:

"When you examine it closely," declared one loan company manager to the "Financial Post" "its unfairness is apparent. The city is levying this tax on the man who is compelled to borrow, whereas buyers of property are not under any charge for the registration of deeds. The mortgage loan usually has a life of five years, whereas the deed exists indefinitely. A charge is laid on the mortgage, which only requires the protection of the registry office for a limited period, while the deed which enjoys perpetual protection is tax-free. If the imposition is levied on account of services rendered, surely the tax should go on the deed before it goes on the mortgage."

The loan companies themselves are not the sufferers from the tax. It must be paid by the borrower and when a mortgage is registered by the loan company the tax is assessed on the mortgagor. One recent instance was cited where a mortgage amounting to \$35,000 was arranged. The tax on this, together with the registrar's fee, took an extra \$36.50 out of the borrower's pocket.

"Another objectionable feature of the tax," continued the loan company manager, "is the way in which the authority for its imposition was secured. The city did not ask for the power to levy such a tax in the city bill, but on the last day of the session a section was slipped into the Statute Law Amendment Act, giving any city with a population of 200,000 and over the authority to impose the tax. There was practically no opportunity to show objections and the measure went through. The city promptly passed a by-law putting the tax into force."

Of course it is generally recognized that taxation must become more severe and now that the tax is operative it will have to be met. But there is a feeling that the way the power was secured and the way the levy is made on a limited section of the population, it is not as equitable a tax as it might be. There is some apprehension that it may curtail building. This, however, is not likely as, in comparison with the total cost of building, the amount of the tax is small.

**PROVINCE OF QUEBEC REFUSES LOAN TO MONTREAL.**

The "Financial Post" of May 11 had the following to say in respect to the refusal by the Provincial Government to loan the city of Montreal \$1,000,000 in view of the city's prospective deficit of nearly \$3,000,000:

As was generally expected, the deputation of Montreal Aldermen reinforced by a deputation from the Proprietors' League were refused the 1,000,000 contribution that they asked the province to make in order to help the city out with its deficit of nearly 3,000,000 that faced it until the new taxes were proposed. One of the chief reasons for the request was that the city of Montreal was contributing such a large portion of the revenue of the province, and some lines of taxation, licenses, &c., more properly belonged to the city's coffers than to those of the province.

The premier, Sir Lomer Gouin, pointed out that the realty tax rate in Montreal was less than in Toronto, and that if Montreal's request were granted similar ones would have to be met from a number of other municipalities. Moreover, the revenue of the province was sufficient only for its needs, and it was important that the credit of the province should be maintained. The citizens of Montreal should have cause for thankfulness if the present year were finished without a deficit such as the city had had for several years past.

The Provincial Treasurer, Hon. Walter Mitchell, stated that the only way for the province to secure the \$1,000,000 was to borrow it, and this the city could do as well as the province. Facing the province was a serious loss coming from the wiping out of the liquor traffic and this must be secured somewhere else.

With the positive refusal of a provincial contribution to help out, it seems likely that the Aldermen will agree to the real estate tax which increases the present one by 45 cents on the \$100.

**FINANCING OF FARMERS BY MANITOBA GOVERNMENT.**

With regard to the financing of farmers by the Manitoba Government a Winnipeg dispatch in the "Wall Street Journal" of May 14 said:

Manitoba Government, after loaning some \$10,000,000 under the farm loan scheme to farmers at 6%, has decided to advance the rates. To just what figure it will be advanced has not yet been determined as difficulty has been experienced in financing the scheme further. The money has cost the Government 5½% and the plan has been conducted at a slight loss to date, but has been very beneficial to farmers.

**FOOD BONDS TO BE SOLD IN MANITOBA.**

A campaign to secure half a million dollars from the farmers of the Province for the farm loans scheme, according to the "Financial Post" of Toronto, will soon be initiated by the Manitoba Farm Loans Association. A booklet is now being prepared and will be distributed through the various municipalities. Food bonds will be sold bearing 5% in amounts and for periods to suit the purchaser. The interest and principal are both guaranteed absolutely by the Provincial Government and the bonds, it is said, "are almost as liquid as money." The sale will be pressed chiefly in the country through trained agents. Continuing, the "Financial Post" says:

The Manitoba Farm Loans Association will advance this month to farmers between \$150,000 and \$200,000.

In the first three months of the year considerably more than half a million dollars was loaned. The record for the successive months is as follows: In January, \$255,000; in February, \$150,000, and in March, \$175,000.

These funds have all gone directly into food production. The mortgages are all drawn on the amortization principle, and extend over a long period of years. A payment each year covers both the principal and interest and at the end of a definite period the mortgage is extinguished.

An important work is also going forward under the rural credits scheme which provides short-term money for production purposes.

**NEW CALL ON MEMBERS FINANCING CUBAN SUGAR CROP—FURTHER OFFERING OF ACCEPTANCES.**

The syndicate participating in the Cuban sugar credit of \$100,000,000 called for the payment yesterday (May 17) of the second installment. Last week the first installment, of 10%, or \$10,000,000, was called for; this week's call was for \$4,000,000. On the 16th inst. the second offering of acceptances drawn under the credit was disposed of in the open market. The offering, amounting to \$2,800,000, was taken chiefly by local institutions. Last week an initial offering of \$6,958,000 of sugar acceptances was disposed of.

**U. S. GOLD COINS LEGAL TENDER IN WESTERN MEXICO.**

Reports from Mexico City on May 10 stated that the Mexican Cabinet had approved a law making American gold coins legal tender in the States of Sonora and Sinaloa, in Western Mexico. The law will be in effect until the Government can resume operations at the old mint at Sinaloa.

**LICENSES FOR EXPORTS OF STAMPS.**

Licenses for the exportation of postage stamps, revenue stamps and other stamps of a similar character will be granted for transmission only by registered or first-class mails, according to an announcement of the War Trade Board issued as follows on May 13:

The War Trade Board announces that, until further notice, licenses authorizing the exportation of postage stamps, revenue stamps and other stamps of similar character, either canceled or uncanceled, may be granted for the transmission only by registered or by first class mails. The parcel containing the stamps shall bear, plainly marked on the wrapper, the license number, the description of contents, and the name and address of the consignee, followed by the words: "In care of the Executive Postal Censorship Committee, 641 Washington Street, New York City." The name and address of the consignor must also appear on the wrapper, and the postage must be fully prepaid to the country of final destination.

Applications for licenses should be sent to the Bureau of Exports, Washington, D. C., or any of the branch offices of the War Trade Board.

Postage stamps appear on the export conservation list of April 15 1918, and since that date revenue stamps and other stamps of similar character, canceled and uncanceled, have been added to the conservation list.

**EXPORTS OF UNITED STATES COIN AND CURRENCY THROUGH MAILED PROHIBITED.**

The Post Office Department in the following notice calls attention to the fact that exports of United States coin or currency through the mails are prohibited.

**OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL.**

*Washington, May 6 1918.*

Because of the numerous instances coming to the attention of the department of attempts to send through the mails to foreign countries coin and currency prohibited by Order No. 731 of Sept. 36 1917, the order is hereby repeated, so that postmasters may give publicity to its provisions, with a view of preventing the deposit in the mails of letters containing coin and currency addressed to foreign countries.

Order No. 731 is as follows:

In conformity with the proclamation, and the regulations thereunder, issued by the President on Sept. 7 1917, concerning the export or shipment of coin, bullion and currency, it is hereby ordered that United States coin or currency, gold coins, whether of United States or foreign mintage, and gold bullion, are prohibited transmission through the regular or parcel-post mails to countries outside of the United States and its possessions.

Section 42, page 111, and section 188, page 140, of the Postal Guide for July 1917 are modified accordingly.

The above prohibition is not applicable to foreign currency and foreign silver coins, which remain subject to the provisions of paragraph (d) of section 42, above mentioned.

OTTO PRAEGER, Second Asst. Postmaster-General.

**FEDERAL RESERVE BOARD DENIES APPLICATION OF SMELTING CO. TO INCREASE GOLD SHIPMENTS TO MEXICO.**

It was announced on May 13 that the Federal Reserve Board had denied an application of the American Smelting & Refining Co. to increase its gold shipments to Mexico. For the last several months the company has been shipping gold bars at a rate above \$500,000 monthly in obedience to a decree of the Mexican Government that mining concerns shipping gold and silver out of Mexico in ores and base bullion must return the full value of the gold and 25% of the value of the silver in the form of refined gold. Under a recent ruling the amount of gold return demanded for silver taken out of Mexico was increased to 50%. It is stated that inasmuch as compliance with this order would increase the gold exports to Mexico of the American Smelting & Refining Co. to above \$1,000,000, it became necessary for the company to secure the authorization of the

Federal Reserve Board to expand its gold shipments. This permission is said to have been denied on the ground that under the existing arrangement Mexico is receiving all the gold that the country needs. It was announced that the company's officials would submit word to the Mexican Government of their inability to supply the demanded gold increase. It is further stated that it is hoped that the authorities at Mexico City will revoke the new decree.

#### MODIFICATION OF FEDERAL CHECK COLLECTION CHARGES.

Announcement that the Federal Reserve Board had approved the recommendation to suspend or eliminate for the time being service charges for the collection of cash items, this elimination of charges to apply to checks received from member banks and from other Federal Reserve banks to become effective June 15, and had also sanctioned other important changes and modifications of the collection system, was contained in the "Federal Reserve Bulletin" for May. The announcement was made as follows:

The following letter, sent out by the Federal Reserve Board under date of April 5 to Federal Reserve banks, gives the substance of the changes made by the Board in the existing practice as to collection at Federal Reserve banks, and indicates some of the important developments in the general collection system:

The Federal Reserve Board has carefully considered the report submitted by the transit managers of the Federal Reserve banks, indorsed by the Governors of the banks, which was discussed in conference in Washington recently, and has reached the following conclusions:

1. The Board approves the recommendation to suspend, or eliminate for the time being, service charges for the collection of cash items; this elimination of charges to apply to checks received from member banks and from other Federal Reserve banks and to become effective on and after June 15 1918.

2. The Board approves the recommendation that the 10-cent charge on collection items between Federal Reserve banks and their member banks be eliminated for the present and until further notice, but that a charge of 15 cents per item be made on all such items returned unpaid, this rule to become effective June 15 1918.

3. The Board approves the recommendation that telegraphic transfers be bought and sold at par, each Federal Reserve Bank absorbing the telegraphic expense, but with the proviso that checks on other Federal Reserve cities or Federal Reserve branch cities be taken at par, subject only to deferred availability in accordance with regular time schedules.

4. The Board approves in principle the recommendation that the discount rate on mail transfers shall be based upon the 15-day rate, but, because it is desirable that the rate for such transfers shall remain as nearly uniform as possible and not vary too frequently, suggests that for the time being and until further notice a charge of 10 cents per day per thousand, or at the rate of 3.65%, be fixed as the rate for all mail transfers.

5. The Board approves the recommendation of the transit managers, indorsed by the Governors, "that all mail transfers to banks in other Federal Reserve cities be made by draft on the Federal Reserve bank and sent direct to the bank to which the transfer is ordered, rather than to the Federal Reserve Bank."

6. The Board approves the suggestion that there shall be a general revision of all time schedules, effective June 15 1918, which shall take into consideration recent changes in mail train schedules, and the creation of new collection centres at branch bank cities.

7. The Board approves the recommendation that "trade acceptances," wherever payable, be handled as collection items, not as checks or cash items, but suggests that "bankers' acceptances" be treated as cash items.

The Board has under consideration and expects to approve within a few days a plan for linking together by private telegraph system the 12 Federal Reserve banks with its office at Washington, and expects to have these additional facilities available within a short time.

A number of other recommendations relating to details and standard accounting methods have not been considered by the Board and are left for your determination.

The Chicago "Tribune" of May 11, in referring to a meeting in Chicago last week to consider the scheme for handling checks under the new arrangement, said:

The Federal Reserve Board has determined to adopt the proposed plan for abolishing collection charges under the par collection of clearing checks through the Reserve banks. Representatives of the twelve Reserve banks meeting in Chicago this week have arranged a system for handling checks under the new scheme.

This means that the Federal Reserve system will spend several million dollars annually doing work which the banks have paid for in the past through a charge of 1½ cents on each check cleared. This charge was simply to cover the cost of clearing checks.

The actual reason for the change is that the Reserve banks are making so much money they are searching for places to spend it to the best benefit of the banks. Under the law the Reserve banks cannot pay more than 6% dividends to the banks owning them. Consequently, this is one of several innovations designed to repay the banks in more liberal measure.

There is not one of the twelve Reserve banks that is not earning far more than its 6% dividend, and but two that have not paid the dividends in full to Jan. 1.

The change is expected to help in bringing country banks into the Federal Reserve system. It does not affect the right of the banks to make a collection charge sufficient to cover the interest on the amount of the check while collection is being effected.

The following bearing on the same subject appeared in Philadelphia advices published in the "Wall Street Journal" of May 10:

Representatives of the twelve Federal Reserve banks met at Chicago this week to revise the time schedules for the collection of checks. The revision is in connection with the proposal of the Federal Reserve Board to eliminate the service charge of 1 to 2 cents an item. Elimination of this service charge was proposed to the Federal Reserve Board by representatives of the Federal Reserve banks and the Board has endorsed the plan.

Back of the revision of time schedules is an interesting story, partly woven about war conditions and the action of the Government in taking

over the railroads. One of the first acts of the new Director-General was to revise train schedules. This revision seriously interfered with the normal course of the mails. Points which could be reached and an answer received in two days now take three days and other points correspondingly.

Because of this condition the Federal Reserve Bank of Philadelphia found that it could not collect items promptly so as to make the funds available for member banks' reserves, as provided in the time schedules. The result was that the member banks, in drawing upon these items before they were actually received, made the Reserve bank carry the "float."

The Reserve bank then proposed to revise its time schedules and member banks protested. The proposition was laid before the Federal Reserve Board and a conference of representatives of all Reserve banks called to discuss the matter. The conference recommended that a revision be made in schedules and that the service charge be eliminated. These recommendations were approved at the conference of Reserve banks Governors held in Washington a month or so ago and were finally approved by the Federal Reserve Board.

#### WAR FINANCE CORPORATION ORGANIZES—CONFIRMATION OF ITS DIRECTORS AND CAPITAL ISSUES COMMITTEE.

The War Finance Corporation was formally organized yesterday. The members of the Corporation, which is created under the Act approved on April 5, were to have been sworn in on the 13th inst., but the delay in their taking the oath of office was due to the illness of Secretary of the Treasury McAdoo. The Corporation consists of five directors, one of whom is the Secretary of the Treasury. The nominations of the other directors have all been confirmed by the Senate. Of the four named by President Wilson on April 29, one, Allen B. Forbes, declined the nomination. In his place the President sent to the Senate on May 4 the name of Clifford M. Leonard, of Illinois. The Senate approved Mr. Leonard's nomination and that of Eugene Meyer Jr., of New York, on May 7. The nominations of the other two directors, viz.: William P. G. Harding, of Alabama, and Angus W. McLean, of North Carolina, were confirmed by the Senate on May 4. Messrs. Harding and Leonard have been appointed for a term of two years each, and Messrs. Meyer and McLean for a term of four years each. The names of those whom President Wilson selected on April 29 to constitute the Capital Issues Committee (also provided for under the Act of April 5), were confirmed by the Senate on May 10. They are Charles S. Hamlin, of Massachusetts, of the Federal Reserve Board; John Skelton Williams, of Virginia, Comptroller of the Currency; Frederic A. Delano, of Illinois, of the Federal Reserve Board; James B. Brown, of Kentucky, President of the National Bank of Commerce of Louisville; John S. Drum, a banker, of California; Henry C. Flower, President of the Fidelity Trust Co. of Kansas City, Mo.; and Frederick H. Goff, President of the Cleveland Trust Co., of Cleveland, Ohio.

The War Finance Corporation organized yesterday with Secretary McAdoo ex-officio chairman and with Governor Harding of the Federal Reserve Board as executive officer. Under designation of the President, Mr. Hamlin was elected Chairman of the Capital Issues Committee. Sherman Allen, formerly Assistant Secretary of the Federal Reserve Board, was elected Treasurer of both and Acting Secretary of both, until a Secretary for each is selected. He will remain Treasurer of both.

In welcoming the members of the Capital Issues Committee yesterday, Secretary McAdoo said:

You have a very important part to perform in this great financial service that must be rendered to the country in order to carry forward successfully the operations of this war. The responsibility is great and because it is great, I know that you will be all the more inspired by the task.

With the induction into office of the directors of the War Finance Corporation, Secretary McAdoo addressed them as follows:

Gentlemen, you have been appointed by the President and confirmed by the Senate to these very responsible positions as directors of this great corporation, the War Finance Corporation, which marks an epoch in the finances of the country. I want to congratulate you on the great opportunity which you have to render a very distinctive service to your country in this perilous time of war. There can be no chart for this corporation, nor can any true picture of its necessary activities be drawn at this time. It must evolve with the progress of events and our duty is to see that in that evolution it performs the great functions which have been committed to it and that it exercises its great powers always and at all times in the public interest.

#### APPLICATIONS PASSED ON BY CAPITAL ISSUES COMMITTEE—CAPITAL CONSERVATION IN ST. LOUIS AND MILWAUKEE.

The following statement concerning the applications passed on last week by the Capital Issues Committee of the Federal Reserve Board was issued by the Committee on May 12:

The Capital Issues Committee announces that the number of applications considered during the week just passed was greater than in any previous week of its existence. The committee determined 37 cases, aggregating \$27,487,277 56, of which \$4,811,000 were disapproved. In addition to the amount formally disapproved, postponement for the period of the war

was secured informally of issues aggregating \$4,990,000. The \$22,676,277.56 approved included \$6,774,084 of refunding obligations, so that the new issues approved aggregated \$15,899,193.56. New issues for the corresponding period last year amounted to \$14,196,500.

The Committee stated that spread of the knowledge of its aims and purposes continued to be reflected in voluntary postponement of security issues, the case being cited of the city of St. Louis, Mo., which has adopted a policy of financial preparedness consistent with the national welfare. The city has notified the Committee that it is going ahead with securing local authority to create certain debts and advertising the issues of bonds therefor so that they may be marketed readily at the proper time, but that it will submit for approval by the Committee only such issues as are for urgent and essential purposes. The city is at present advertising some 14,000,000 of bonds which it does not purpose to market until the conclusion of the war. Other municipalities in Federal Reserve District No. 8 are adopting the same patriotic course. The Milwaukee member of the sub-committee of the Minneapolis Federal Reserve District reports that the city of Milwaukee, in bringing its needs into conformity with the national interest, has reduced presently contemplated bond issues from \$5,740,000 to \$1,050,000.

The pursuit of this policy of capital conservation throughout the country will give to the nation that financial strength which will enable it to shorten to a material degree the period within which the war can be ended with victory for Democracy.

#### FEDERAL RESERVE BOARD ON CURTAILMENT OF UNNECESSARY CREDITS.

Bearing upon the request made by the Secretary of the Treasury in February that the banks and the trust companies set aside 1% of their resources for investment in Treasury Certificates of Indebtedness the Federal Reserve Board in its April "Bulletin" said:

The request which the Secretary of the Treasury made on Feb. 6 1918 to every bank and trust company of the country that it should set aside 1% of its resources each week for investment in the Treasury certificates of indebtedness, has brought to the Federal Reserve banks many inquiries as to how the banks could make available so large a sum for the use of the Government and at the same time maintain their usual business with their depositors and customers. There is welcome evidence that the bankers of the country are giving thoughtful consideration to the question of conserving credit for the Government, and the Federal Reserve Board thinks it the appropriate time to issue a statement expressing its views upon the principles which should guide the action of the banks.

It is clear that if the war requirements of the Government are to be financed without undue expansion of banking credits, not only must there be some reduction of existing credits, but there will have to be applied a rigid check upon the further expansion of credit in directions not clearly essential for the prosecution of the war, and for the health and necessary comfort of the people. It is no more possible to superimpose upon the volume of pre-war credits the immense volume of additional credit required by the Government for war purposes than to superimpose upon the volume of pre-war production of goods the immense volume of additional goods required by the Government to prosecute the war. Our problem is to convert less essential into more essential credit, and to convert less essential to more essential production and distribution of goods. The saving of credit and money goes hand in hand with the saving of labor and materials in the program of adjusting the business of the nation to a war basis, and our best hope of avoiding competition between the Government and its citizens for credit, money, labor and materials, which can only result in credit and price inflation and higher costs of living, is saving.

As far as expenditures are financed by the sale of new securities they are scrutinized under the leadership of the Capital Issues Committee of the Federal Reserve Board; as trustees of the individual banking credit of the country, however, the bankers are charged with the duty of studying and understanding the program in order that each and every one may in turn educate his borrowers and the people of his community to the necessity of saving credit as well as food and other materials, and may thereby conserve the credit of his bank for the use of the Government as far as may be practicable. It will be clear to bankers, also, that credit conservation is necessary not only for Government financing, but also for the protection and preservation of the banks themselves, individually and collectively, since undue expansion of bank credits leads inevitably to unsafe and unsound economic conditions, and no stone should be left unturned to keep our banking institutions sound and strong.

It is not the purpose of the Board to suggest the specific ways in which credit should be conserved, or unnecessary expenditures curtailed; each banker must determine this for himself. The Board can only discuss the subject in general terms, with emphasis on the necessity that while credit conservation should be undertaken promptly it should be carried out gradually, with reasonable discretion and with the least possible avoidable embarrassment to the business of individuals and industries. Proper education of borrowers and customers to the needs of the situation will accomplish far more than abrupt discrimination or pressure.

In the absence of any official classification of the more essential and the less essential things and enterprises it will be necessary for each banker in determining how he may do his share in the conservation of credit to use his own judgment. There seem to be, however, two clearly defined groups of loans:

- (a) Loans to facilitate production or distribution.
- (b) Loans for non-productive or non-distributive purposes.

##### *Loans for Non-productive or Non-distributive Purposes.*

Loans for non-productive or non-distributive purposes are usually loans for non-essential purposes. The following are types of this class of loans:

Loans for purchasing or carrying property, whether real estate or personal securities.

Loans for additions to or improvements of property not used in production or distribution.

##### *Loans to States or municipalities for improvements.*

By inquiring the purpose for which each new loan is required, and declining wherever practicable to grant loans of these classes, and by gradually causing existing loans of these classes to be reduced or eliminated, bankers could conserve credit without causing hardship and also give many people an impetus to save at a time when saving is of vital importance to the nation. But discretion must be used in not forcing borrowers to reduce loans to an extent that is unreasonable or would cause avoidable hardship or embarrassment; much can be accomplished by sound advice and the exertion of moral pressure.

##### *Loans to Facilitate Production or Distribution.*

The three main groups of borrowers for productive or distributive purposes are farmers, manufacturers and merchants.

1. *Farmers.*—The farmers are being asked to produce more than ever before and loans for productive purposes must have the right of way. But the kind of loans which should be discouraged or declined are:

- (a) Loans for the acquisition of additional property, unless the area under production is to be increased thereby and immediate results may be expected;
- (b) Loans for any construction not necessary to the productiveness of the farm within the year; and
- (c) Loans for the purchase of articles of comfort and luxury.

In sections where farming profits have been large, an endeavor should be made to induce farmers to apply a good portion of them to the reduction of long-standing loans or to the financing of their seasonal requirements, thereby conserving bank credit.

2. *Manufacturers.*—Manufacturers who are making large profits should be urged to reduce or extinguish their debts rather than increase capacity and output unless the industry is one which is clearly necessary to the prosecution of the war. All manufacturers should be urged to carry as small inventories as practicable; to eliminate from their products elements which add to its cost but not to its intrinsic value and serviceability, or which are introduced simply for fashion or appearance, and to avoid as far as practicable introducing new styles during the period of the war.

Manufacturers whose product is not clearly required either for the prosecution of the war, or to maintain the health and efficiency of our civilian population, should be urged to assist the Government by adapting at least a part of their plants to the manufacture of articles clearly required for these purposes. Bankers would do well to scrutinize carefully the credits of those engaged in industries not clearly essential for these purposes, since such industries are likely to be the first ones to suffer interruption from transportation, fuel or power embargoes.

3. *Merchants.*—Almost the same suggestions that have been made with regard to the production of goods by manufacturers may be applied to the distribution of goods by merchants, namely reduction of stock carried, reduction or elimination of that portion of their stock consisting of articles of mere fashion or luxury and the substitution of plainer and more serviceable articles, and the avoidance of the introduction of new styles in clothing, articles of personal comfort, &c.

The Board feels that it would be impracticable to deal with the subject more specifically at the present time, but urges that every banker assist in the movement, to the best of his ability.

- (a) By studying and understanding the economic necessity for the conservation of credit.

- (b) By a careful analysis of each loan in his institution to ascertain those which are the least essential to the prosecution of the war.

- (c) By applying to each application for a new loan the test "Is it necessary for the prosecution of the war or the health and safety of our civilian population?"

- (d) By discussion with other bankers in the same place or neighborhood as to methods of credit conservation which it may be practicable for them to undertake.

- (e) By urging his local trade organizations and board of trade to study the subject and make definite recommendations for the conservation of credit and the conversion of less essential to more essential production and distribution.

- (f) By discussing the matter with his customers with a view to educating them to the necessity of keeping their demands for credit at a minimum.

- (g) By exerting his influence upon his neighbors and his municipality to reduce expenditures for improvements to a minimum during the period of the war. Postponement of every improvement not absolutely necessary for health and safety should become a national policy.

- (h) By acting always with discretion and reasonableness.

The conservation of credit and money will result in the saving of labor and materials which the Government needs for the prosecution of the war; and every improvement or expenditure which an individual, a corporation or a municipality refrains from making during the war represents a requirement to be fulfilled when the war is over.

Merchants and manufacturers will readily understand that present saving is laying up for the future an important reserve purchasing power which they may count on during whatever period of readjustment may follow the end of the war; and it must be apparent to every banker that the larger the savings his customers make the larger the deposits such savings will inevitably create.

It is hoped by the Board that the Federal Reserve banks will make themselves the leaders in this campaign by organizing in their respective districts committees of bankers, merchants and manufacturers so that results may be reached by a mutual understanding and a united effort for the public good rather than by a policy of enforcing hard and fast rules. If at any time the assistance or advice of the Board should be desired it will be given gladly. It is realized that each industry and branch of business must be taken upon its own merits and that proper treatment involves in a great many cases a redirection of industries and redistribution of labor. This is a problem which has been actively studied and in many cases comprehensively dealt with by various departments and boards of the Government. Wherever your committees desire the advice or co-operation of these Government agencies the Board will be glad to act as intermediary and advisor in such cases.

#### PROTEST OF NEW YORK AND CHICAGO CLEARING HOUSES AGAINST BILL GUARANTEEING DEPOSITS IN NATIONAL BANKS.

A protest against the Shafrroth bill which would guarantee deposits of \$5,000 or less in national banks has been entered by the entire membership of the New York Clearing House Association. The text of the bill, which was introduced by Senator Shafrroth on April 23 and ordered favorably reported April 24 by the Senate Banking and Currency Committee, was printed in our issue of May 4. For the purpose of indemnifying the United States against loss on account of advances, it proposes to levy and collect "yearly from each national bank a tax not in excess of one-tenth of 1% of the aggregate of all deposits averaging \$5,000 or less, and a tax not in excess of one-tenth of 1% on \$5,000 of the aggregate of each of the other deposits averaging more than \$5,000." The protest of the Clearing House was forwarded under date of May 13 by Walter E. Frew, Chairman of the Clearing House Committee, to the U. S. Senators and Representatives from New York State and to the members of the Banking and Currency Committees of both Houses.

It is argued that the proposed guarantee would be at the expense of the conservatively managed and successful banks. We give the protest herewith:

## NEW YORK CLEARING HOUSE.

77-83 Cedar Street.

New York, May 9 1918.

Sir—The undersigned, constituting the entire membership of the New York Clearing House Association, earnestly protest against the enactment into law of Senate Bill No. 4426, and desire respectfully to present the following brief expression of their views on the principle and policy of the guarantee of deposits:

Senate Bill 4426 now pending in the United States Senate puts a premium upon incompetence. It proposes that the Government of the United States guarantee all deposits in national banks of \$5,000 and less, and that the Government guarantee up to \$5,000 in all deposits in excess of that amount; of course this guarantee is to be made good at the expense of the conservatively managed and successful banks.

Should such a proposition be enacted into law, any national bank, however inexperienced its official managers; however limited its capital resources compared to the field of its activities; however given to risky adventure; however venturesome in buying deposits by paying excessive rates of interest; however wanting in the proven qualities which time and experience have shown to be indispensable to successful bank management, such a bank would, nevertheless, be able to solicit business, truthfully claiming that their deposits were protected, as above stated, by the combined financial strength of the whole national system. Good banks would thus be compelled to give of their strength to induce the creation of and then to support incompetent rivals.

Such a proposition is in violation of common justice and common fairness. The stockholders in a bank in one locality would be mulcted in loss to compensate for the mismanagement of banks hundreds or even thousands of miles distant and over which no mutual control or relationship exists.

Our people should be allowed to exercise wholesome discrimination in the banks they select, as well as in their business activities in general. Individuality and individual initiative are cardinal qualities of success, and these qualities would be impaired if people are to be taught by legislation to rely upon the Government to help them in their ordinary individual transactions and in the exercise of ordinary judgment.

The said bill is wrong in principle; it imposes an unjust burden upon conservative bank management, and would exercise a deleterious influence upon every community, should it become law.

The Chicago Clearing House Association has also taken measures in protest against the proposed legislation. At a meeting of the Clearing House Committee on May 10 James B. Forgan, Chairman, was authorized to address the Illinois Senators and Congressmen and the members of the Senate Banking and Currency Committee a letter voicing their disapproval of the bill. Mr. Forgan's letter is printed in the Chicago "Herald and Examiner" as follows:

The taxation of the sound and conservatively managed national banks, which form the overwhelming majority, for the benefit of the depositors of the very few, which are unsound and recklessly managed, we consider unjust and inequitable for the following reasons:

It proposes to tax good banks to support bad; to penalize honesty, ability, experience and training to compensate for incompetency, dishonesty and ignorance; it removes from banking the essential characteristic on which success in the business has been based, viz., the necessity for maintaining reputation for character, prudence, foresight, sagacity and conservatism. It proposes to place the reckless and speculative banks on the same level with the best managed and the most conservative, which will lead to competition calculated to drag all of them down to the least meritorious.

Under the protection of such an Act banks by granting their customers accommodations contrary to all sound banking principles and methods would take business away from the sound ones, while to the extent of their contributions to the guaranty fund sound institutions would be required to support the unsound in their recklessness, besides giving them a standing and credit which they could not otherwise obtain.

The proposed legislation therefore does not give the honest and well managed banks a square deal; it places a premium on dishonest and reckless banking and will go far to destroy the incentive of banks and bankers to establish for themselves a good name and reputation in their various communities.

Mr. Forgan is also quoted as saying:

The bill is one of the most absurd things I have ever seen. It is vicious in its possibilities. Its sponsors seem to believe the nation has considerable money hidden in the ground. But even they cannot figure on adding more than 1% to present deposits, for which they want to tax us practically one-tenth of 1%.

The Cincinnati Clearing House on May 8 likewise adopted resolutions of protest against the bill proposing to guarantee national bank deposits. President E. A. Seiter was authorized to address Senators Pomerene and Harding and Congressman Longworth urging them to oppose the passage of the bill.

## EXECUTIVE COUNCIL OF A. B. A. OPPOSED TO BANK GUARANTY BILL.

The Executive Council of the American Bankers' Association at its annual spring meeting at Hot Springs, Ark., last week adopted a resolution recording its opposition to the bill pending in Congress providing for the guaranty of deposits not in excess of \$5,000. The Council, while not opposed to the bill defining usury, voiced its disapproval of the penalties imposed, because, it is asserted, they would include penalization for constructive usury as the result of errors or oversight.

## CHATTANOOGA SAVINGS BANK JOINS FEDERAL RESERVE SYSTEM.

M. B. Wellborn, Chairman of the Board, Federal Reserve Bank of Atlanta, on May 13 stated that the Chattanooga Savings Bank, Chattanooga, Tenn., is the first State bank to join the system in that part of Tennessee within the Atlanta Federal Reserve District. It has a capital of \$750,000 and surplus of \$225,000, and is one of the largest and most substantial State banks in the district.

## MASSACHUSETTS SAVINGS BANKS AUTHORIZED TO INVEST IN BANKERS' ACCEPTANCES.

A bill passed by the 1918 Massachusetts Legislature amending the savings bank investment law of that State by adding a new section permitting savings institutions to invest 30% of their deposits in bankers' acceptances, or bills of exchange, was signed by Governor McCall on May 15. The new Massachusetts law is practically the same as the one enacted by New York's Legislature this year and approved by Governor Whitman on April 22 (see full text in our issue of April 27, page 1738), except that the New York law fixes the limitation at 20%. Both States restrict their savings banks to the purchase of acceptances of the banks of their own State with the further restriction that the acceptances must be of the character approved by the Federal Reserve Board and hence eligible for sale or rediscount with any Federal Reserve bank. The text of the new law in Massachusetts follows:

In bankers' acceptances and bills of exchange of the kinds and maturities made eligible by law for rediscount with Federal Reserve banks provided the same are accepted by a bank, banking association or trust company incorporated under the laws of the United States or of the Commonwealth of Massachusetts, and having its principal place of business within the Commonwealth of Massachusetts. Not more than 30% of the deposits and the income derived therefrom shall be invested by any savings bank in bankers' acceptances or bills of exchange, nor shall any savings bank invest in the acceptances of any one accepting bank or trust company to an amount in excess of 5% of its deposits and income derived therefrom. The aggregate amount of the liability of any bank, banking association or trust company held by any savings bank shall not exceed 25% of the paid-up capital and surplus of such bank, banking association or trust company.

## OFFERING OF FARM LOAN BONDS BY THE FLETCHER JOINT STOCK LAND BANK OF INDIANAPOLIS.

Taylor, Ewart & Co. of Chicago and other prominent banking institutions are offering to investors at par and interest a block of 5% tax-free Federal farm loan bonds, issued by The Fletcher Joint Stock Land Bank of Indianapolis. The bonds are dated May 1 1918 and are due May 1 1938, subject to call at par and accrued interest on any interest date after five years from date of issue. The bonds are coupon in form exchangeable for registered bonds which in turn are re-exchangeable for coupon bonds. They are in denominations of \$1,000, \$500 and \$100. The interest is payable semi-annually, May 1 and Nov. 1, at the bank of issue. The offering says:

By Act of Congress these bonds are declared instrumentalities of the Government of the United States and are prepared and engraved by the Treasury Department. They are secured by first mortgages on farm land in the States of Illinois and Indiana, or United States Government bonds.

These bonds and the collateral pledged as security have been approved by the Federal Farm Loan Board of the United States Government.

The Fletcher Joint Stock Land Bank of Indianapolis operates under Federal charter and Government supervision, and may be designated by the Secretary of the Treasury as a financial agent of the Government and a depository of public funds.

By the provision of the law these bonds are declared a legal investment for all fiduciary and trust funds, and may be accepted at par as security for all public deposits, including Postal Savings Deposits.

The Attorney-General of the United States has rendered an opinion approving the constitutionality of the Act and the validity of the provisions exempting the bonds from taxation.

## TIME EXTENDED FOR FILING OF RETURNS COVERING "LOANED AND BORROWED SHARES."

Notice that the time for the filing by members of the Stock and Produce exchanges of returns relative to transactions in "loaned and borrowed shares" had been extended to June 1 was issued as follows on May 15 by Francis M. Riley, Special Agent of Internal Revenue at the New York Custom House.

In accordance with Treasury Regulations No. 40, issued by the Commissioner of Internal Revenue for the enforcement of the War Revenue Tax Act of Oct. 3 1917, it is held that floor brokers as well as other persons making transactions on the various Stock and Produce exchanges are required to register, to keep the records, and to make the monthly returns as set forth in Articles 2, 8 and 9, of Part I, and in Articles 2, 6 and 8, of Part II, of Regulations No. 40.

The returns, including the returns on the borrowed and loaned shares and all transactions on the various stock and produce exchanges, are required to be filed in this office on or before the 15th of the month following the month of the transactions. These returns are now due, but owing to the urgent appeals of many brokers for extension of time for filing the

returns, their petition was forwarded to the Department in Washington with the result that their request was granted by the Commissioner of Internal Revenue, who has extended the time for filing the returns to June 1 1918, and that date is fixed as the limit for making these returns.

The attention of all persons coming within the requirements of this law and the regulations authorized, is directed to this important matter, and all such persons are, therefore, notified to comply with the law, and to register, to keep the records, and to make the returns as prescribed.

No further indulgence will be granted after June 1 1918.

Respectfully,

FRANCIS M. RILEY. *Special Agent of Internal Revenue.*

#### F. I. KENT'S SPEECH ON PAR OF U. S. DOLLAR AND CRITICISMS OF SENATOR OWEN.

Objection to the argument concerning the U. S. dollar at par abroad recently advanced by Fred. I. Kent, Vice-President of the Bankers Trust Co. of New York and head of the Foreign Exchange Division of the Federal Reserve Board, was raised in the Senate on May 1 by Senator Owen, Chairman of the Senate Committee on Banking and Currency. Mr. Kent's views were set out before the National Foreign Trade Convention at Cincinnati on April 18 and the keynote of his remarks was "the cry of the orator for a dollar at par throughout the world may be valuable in time of peace as commercial propaganda, but it has no place in time of war, particularly with a world's war, such as exists today." In taking exception to Mr. Kent's ideas Senator Owen contends that it argues against putting the dollar at par, and he adds that in his opinion the article "in its argument that the dollar should remain at a discount abroad, is adapted to serve the German interests, because the effect of it is to prevent the American dollar buying its full value in neutral countries, and just to the extent that the American dollar is deprived of its purchasing power, to that extent the taxes of the American people and their sacrifices in this war will be rendered abortive, unproductive and useless." We give the following further criticisms of Mr. Kent's speech by Senator Owen:

If it is a good thing, as Mr. Kent thinks, that the dollar should be at 30% discount, as it is at present in Spain, then it would be a better thing according to Mr. Kent, to have it at 50% discount, or at 60% discount, and the bigger the discount the better for the American people. It is a "reductio ad absurdum." The argument is false and serves Germany's interest.

Among others I have been crying "for a dollar at par," as the Chairman of the Banking and Currency Committee of the United States Senate. A dollar at par abroad is just as important as a dollar at par at home, precisely in degree to the American business involved.

Mr. Kent's advice is injuring America, and thereby serving Germany, and on behalf of the American people—whatever the good purposes of the advisor—I denounce the advice as hostile to the interests of America.

*Keeping the pound sterling at par "has a place" in Great Britain's policy.*

*Keeping the India rupee at par "has a place" in East India policy, and the United States Senate and House of Representatives passed a bill, at the request of the Treasury Department, to melt 350,000,000 of silver dollars, among other things, to preserve the parity of British currency in India, which German propaganda was deliberately trying to break down.*

The device of foreign exchange expert, Mr. Kent, that the cry of a dollar at par has no place in time of war I shall answer, and will show the utter fallacy of his arguments, which are so misleading and so certain to injure America.

Any man who argues against doing what reasonably lies within our power to put the American dollar at par is giving advice injurious to the United States, even if he be in charge of the Foreign Exchange Division under the Federal Reserve Board. The National Foreign Trade Council needs better advice than it got at Cincinnati from Mr. Kent. The United States Treasury needs a new set of advisers, because their advisers are advising against the interests of the people of the United States, and I am not willing to be silent when this injury to America is being perpetrated.

The President of the United States is in favor of keeping the dollar at par, notwithstanding Mr. Kent.

The Secretary of the Treasury is in favor of keeping the dollar at par, notwithstanding Mr. Kent.

The Assistant Secretary of the Treasury, Mr. Leffingwell, is in favor of keeping the dollar at par, notwithstanding Mr. Kent, and the Chairman of the Committee on Banking and Currency of the Senate, and the Chairman of the Banking and Currency Committee of the House of Representatives are both in favor of keeping the dollar at par.

The obvious reason why the dollar should be kept at par is that we are compelled to buy many necessities for ourselves, as well as for our allies, of neutrals, and to that extent we must, in making war purchases, have our dollar buy as much as possible, and not as little as possible. Any person of good sense might understand this unless his brain had become hopelessly confused in the tangle of his excessive knowledge as an expert.

It is argued that the United States will find it advisable to curtail its exports to neutral countries and to hold our imports within reasonable limits, and says:

"An adverse exchange rate is the key to such force, and is a great regulator of trade. It puts such difficulties in the way of our imports that without other pressure we endeavor to do without them in so far as possible."

Certainly if our gold dollar buys 60 cents' worth in Spain, our merchants do regard it as a serious difficulty, because they must impose this excess charge on Spanish commodities on their own consumers, with the merchants' profit in addition. It is a very serious difficulty, obstructing trade, interfering with legitimate commerce. It is precisely for this reason that such a difficulty should be removed, and imports and exports controlled by our other mechanism provided by law by means of a license system. We provided for that by a license system.

To argue that this obvious evil is a benefit because it is a means of preventing Americans from buying their necessities is illogical and senseless. The things they are obliged to have they will buy at the market cost. The purchase and sale of things non-essential to war can be and has been stopped by the license mechanism otherwise provided by law.

The discredited American gold dollar puts the United States in the attitude of having its currency dishonored and its financial credit abroad impaired. It gives psychological encouragement to the German and psychological discouragement to the Allies. It has no commercial sense in it for the reason that just as France borrowed money from Spain at 7%—3% above the normal—and to that extent avoided the tax, we could borrow and avoid the tax we pay of 40% on imports. It is better to pay 3% per annum than 40% with each turnover. The merchant keenly feels this. A bank expert does not. His class profits on fluctuating high exchange rates.

Mr. Kent's article emphasizes the fact that the Federal Reserve Board, through its Division of Foreign Exchange, knows the exact cash balances each Wednesday night which every country in the world has in the United States, and he states that the neutral countries are putting heavy balances into the United States. If this is true, then these balances have been transferred to the United States by bankers by the sale of credits acquired in neutral countries (by the sale of their commodities, payable in terms of their own money), and the New York bankers may sell such pesetas at a high rate to merchants compelled to compete injuriously for such pesetas or croners or guilders. I would discourage this profiteering. Mr. Kent's advice would encourage it. I look at the problem from the viewpoint of the importer, exporter, consumer, and producer. The banking expert looks at the problem from the opposite side. His class profits on fluctuating exchange.

Moreover, the neutral countries are voluntarily sending their balances to America, which is the only thing required to bring the dollar immediately to par if sufficiently encouraged, but Mr. Kent is opposed to encouraging the putting of the dollar at par, if his general thesis be correct. While it is to our obvious advantage, as Mr. Kent says, to encourage these countries to put their balances in the United States, what becomes of Mr. Kent's argument that it is to our advantage to keep the dollar below par when he would encourage these balances which would bring the dollar to par. The one argument contradicts the other.

We can put the dollar to par in several different ways.

First, by forbidding the sale of pound sterling for dollars and compelling the Spanish merchants to buy dollars with pesetas. And this only means limiting arbitrage until the dollar reaches par.

Second. We may accomplish it by placing United States bonds payable in pesetas in Spain, and thus buy pesetas necessary to meet the urgent, though limited demand of our importers.

Third. We can accomplish it by encouraging what Mr. Kent says is taking place without encouragement. That is, encouraging foreign banks to keep balances in the United States at interest, and we can afford to pay them 6% or 7% for such balances, rather than compel our merchants to pay 40% for exchange and the customer in the United States 40 to 50% for commodities.

Moreover, if the dollar was at par; if the policy of the United States was to keep the dollar at par, these balances of neutral countries would greatly expand, because then foreign bankers would know that they would not suffer any loss in the future by the depreciation of the American dollar by this adverse exchange. When they know that they will get their principal back with interest in terms of their own currency at par they will deposit their balances here more readily.

Fourth. We can bring the American dollar to par by imposing an extra tax on goods required by Spain, putting the export tax at the currency rate of the exchange, whatever it is. It would not take Spain long to discover the wisdom of exchanging pesetas for dollars at par, but I do not believe in such a friction-arousing policy.

Fifth. Another way to put the dollar at approximate par is by negotiating with the Government of Spain, with the co-operation of France and Great Britain, and seeking their just treatment as a matter of amity and commercial decency. This, however, would require a constant series of negotiations, and while of value, is not of as much value as using the absolute power which we have to require commercial justice through the regulation of individual transactions.

It will be remembered we put upon the finance-corporation bill a provision that those bonds might be issued in terms of foreign money, and we put in the Third Liberty Loan bill that the bonds of the United States might be issued in terms of foreign money, so that a person acquiring those bonds in foreign countries would know he would get his principal and interest back without the discount of an adverse exchange rate. Congress did that very thing for the purpose of bringing the dollar to par, showing that the Senate of the United States desires to put the dollar at par, that both Houses desire to put it at par, and yet this expert of the Treasury is advising the bankers of the United States and argues in favor of keeping the dollar at a discount.

The Congress of the United States expressly authorized the President of the United States not only to embargo gold and silver, if desirable, but also to embargo credits; and when we put an embargo on the sale of dollars per pound sterling and compel Spain to buy the dollars she requires of us with pesetas, thus giving us pesetas in exchange for these dollars, we have an immediate remedy without dealing unjustly in the slightest degree with Great Britain.

Because Spain imported from us last year \$92,000,000 of goods and we imported from her only \$36,000,000, she owed us on a net balance \$55,000,-000. Yet the American dollar has come to so low a level that it only brings 60 cents in Spain, when, in point of fact, if we compelled Spain to buy our dollars from us exclusively we could make a dollar worth 60% above par, because she is obliged to have our dollars.

Our loans to our allies have been injuriously, if not wrongfully, used against us. On May 21 1917 in Des Moines, Iowa, Hon. W. G. McAdoo delivered at a meeting of business men and bankers of Iowa an address, in which he explained that the loans already authorized to be made our allies of \$3,000,000,000—and that was enough to consume our credit balance for that year—would go to "five billions or six billions," and said in relation to the bond issue: "*This money is not going to be taken out of the country.* All of this financing is largely a matter of shifting credits; it is not going to involve any loss of gold; it is not going to involve any loss of values," and so forth.

The money was taken out by hundreds of millions. We shipped, I understand 80,000,000 gold dollars to Spain last year, through London. Spain owed us \$55,000,000. We let Great Britain have that \$55,000,000 to pay Spain, and we furnished \$38,000,000 more of our gold to pay British balances due Spain; and on top of that our dollar has been permitted to go to a tremendous discount, and every dollar we buy now is costing our consumers 50% more than it ought. In our normal purchases in Spain it would cost us one-half of \$36,000,000, or \$18,000,000, per annum. In that one country there is a great net loss to America. Is that to the advantage of the United States in a great war? It is against the interests of the United States it is in the interest of Germany, and I object to it most seriously. I filed my objection in the Treasury Department. I argued this matter before the Federal Reserve Board, with Mr. Kent present, and Mr. Kent told me to my face it is better for the dollar to be at a discount. That argument was made in the Federal Reserve Board room; and, after I presented the answer fully on the floor of the Senate, to have this expert

go out in the United States carrying on a false propaganda is unendurable and ought not to be permitted by the Government of the United States.

The money was taken out by hundreds of millions, involving loss of gold and values, and then Congress passed an Act authorizing the President to control the sale of dollars or transfer of credits. The President put the power in the hands of the Secretary of the Treasury by his proclamation of Oct. 12 1917, and Mr. McAdoo trusts it, apparently, to Mr. Kent who now seriously argues against keeping the dollar at par, as the President and the Secretary of the Treasury desire, and as the Congress desires it shall be done.

We must stand by our allies, and we can do so and still protect the dignity of our own currency. We ought to protect the American dollar, and as economically as possible. We can be as generous as we please with our allies and still preserve the honor and dignity of the American dollar.

What was the anxiety shown by the British Government a few days ago when an appeal was made to us for \$350,000,000 of silver. It was to keep the rupee at par. Did Great Britain think it important? She thought it vital. The rupee was being put below par by a well-organized German propaganda in India. I will not stand for any propaganda to put the American dollar below par for this country; I do not care what the motive of the man is, and I assume, indeed, I am glad to believe, that his motives are not bad. I do not think his motives are necessarily bad. I merely think that he lacks common sense.

If necessary for us to borrow from these neutral countries, who are without effort placing their balances here and paying them a high rate, 6%, 7%, it would only be 2 or 3% margin per annum on enough money from the Spanish banks to pay for our imports from Spain at par, whereas Mr. Kent would advise us to pay 40% discount on our goods shipped from Spain as a means of winning the war. It is bad advice, and if Mr. Kent does not know better he ought to be retired. If he does really know better—and I do not think he does—he ought to be indicted for aiding the enemy.

It is a serious thing, putting the dollar at a discount. It is very serious thing. Suppose the American dollar were to fall to a discount to-day in the United States, what would it mean? It would mean that every gold dollar would go in hiding. That is what it would mean. It would mean that every contract in the United States would be suddenly thrown upon a fictitious basis and dislocated. It would mean the most complete upset of all our business life. Every man knows that, and we have taken infinite pains to store up gigantic quantities of gold for the purpose of keeping the American dollar at par in the United States, so that everyone who deposits in our 25,000 banks should know that he can get his deposit in gold on demand. To say that the dollar should be at a discount abroad while it is at par at home has no logic, has no justification, and is mischievous in the highest degree.

Mr. SMOOT.—For that reason the man who held the bonds during the Civil War period that ultimately had to be paid by the Government of the United States in gold was not willing to dispose of them for currency at a depreciation of 40 and 50%.

Mr. OWEN.—Mr. Kent emphasizes the fact of the bank balances of neutral countries piling up in the United States; also that the neutral countries have stripped themselves of commodities to sell them at a high price to Germany, and they must after the war look to us for commodities. This is true; and it means that the normal demand for commodities from America after the war would give us the equivalent of probably in excess of an annual commodity trade balance of a thousand million dollars. In addition to this will come interest charges from Europe amounting to a half billion more, and in addition to this will come the mercantile marine freight credits of American ships, so that America may be expected to have a flow of balances due her amounting to two or three billion dollars per annum after the war is over.

All of these neutrals will need their trade balances then in the United States, and they need, and they know they need, them now to begin the arranging of credits in America to supply them with needed commodities after the war, for America will be in a position to control commodities all over the world because of the balances which will be due her.

Mr. Kent does not see that these facts comprise an overwhelming argument why the dollar should go to par and stay at par, because the necessity of the world for the American dollar will be gigantic. We have the right to anticipate their needs for this dollar and place our own bonds abroad and invite neutral balances here. Indeed, our trade balance last year was \$3,000,000,000. That must be paid with dollars, or commodities, or gold, or securities. Indeed, it forms the basis upon which the American dollar would go to a premium if it were permitted to do so, which we ought not to allow, however, as the dollar should be used as a standard measure of value, throughout the world, if we want money to protect every other place as the financial center of the world.

The bankers should not be permitted to tamper with our financial yardstick, even if they do profit by it or profit from it, as I verily believe some of them are doing now; I hope not with Mr. Kent's knowledge.

Mr. Kent justifies our gold embargo and enlarges upon our exact knowledge of balances held by neutral countries in America. This is the end of the argument of Mr. Kent in telling why the Reserve Board allows United States currency to remain at a discount. His alleged explanation of three columns is no explanation whatever. It explains nothing. And the laudatory headlines of the article, with its boast that it is a scientific exposition, is utterly inaccurate but very serviceable as a piece of propaganda. He makes no adequate or convincing explanations whatever to justify keeping the dollar at a discount.

The utterly fallacious argument has been made that while importers lost heavily exporters gained.

That argument appears on page 158 of the "Federal Reserve Bulletin" of March 1 1918. As a matter of fact, an exporter neither gains nor loses. A man who takes a thousand dollars' worth of goods from New York to Barcelona gets his \$1,000, and if he pays the freight and commission he gets his freight and commission back and \$1,000. If he gets 3 pesetas for a dollar, he immediately sells his pesetas for dollars and gets the dollars back and it comes out the same, \$1,000; and that is all there is of that.

As a matter of fact, in a country where the currency is depreciated, workers are temporarily paid less and goods are made for less and exports are stimulated by this fact of the goods being made cheaper at the expense of labor.

Mr. Kent is advertised as having complete control of all foreign-exchange transactions. If he had exercised the powers given to the President and restricted the transfer of United States credits abroad, the American dollar would have been at par now. It can be brought to par within a very short time in most of the neutral countries.

It is perfectly plain to any man who will follow this with the least attention. If we forbid the sale of dollars for pounds sterling, then the only way Spain can get dollars from us to pay her \$92,000,000 of bills to us is to buy dollars from our market by the sale of her commercial bills in payment for shipment from the United States to Spain. Spain would have then to buy \$92,000,000 worth of dollars from us, less our purchases of \$36,000,000 of commodities from Spain, or send gold for it, and therefore our dollars would immediately go to par. They would go to par inside of a week. Congress gave that power to the President, and he gave it to the Secretary of

the Treasury, and the Secretary of the Treasury gave it to Mr. Kent, and Mr. Kent advises us now not to do it, notwithstanding the President wants it done and Congress wants it done.

The Spanish Government in 1916, finding that there was danger of Spanish credits and Spanish commodities migrating from Spain to furnish the sinews of war to the belligerents, passed an Act prohibiting the placing in Spain of foreign or Spanish securities except with the approval of the Council of Ministers. I wish, without reading, to put the Spanish royal decree and Act of the Cortes in the "Record" for the information of Senators. I will not take the time to read it.

The VICE-PRESIDENT. Without objection, permission to do so will be granted.

The matter referred to is as follows:

[Translation.]

#### ROYAL DECREE.

In accordance with the Council of Ministers, I hereby authorize the Minister of Finance to present in the Cortes a project of law prohibiting the introduction into Spain of foreign securities without the authorization of the Government.

Given in the royal palace this 14th day of June, 1916.

ALFONSO.

*The Minister of Finance, Santiago Alba, to the Cortes:*

The abnormal conditions controlling the economic life of all countries in consequence of the present European war demand in our own country as in others, the adoption of measures of an exceptional character to prevent, as far as feasible, the emigration of Spanish funds to the detriment of the development of national wealth, and the withdrawal from the State of the means for carrying out, at the proper moment, such credit operations as may be demanded by public interests.

Bearing these considerations in mind, and without forgetting that measures of this nature must always have such elasticity as may permit the Government to alter them as the case and circumstances may demand, the undersigned Minister, in accord with the Council of Ministers and with His Majesty's authorization, has the honor to submit to the deliberation of the Cortes the following

#### PROJECT OF LAW.

Article 1. After the promulgation of the present law, and until a date which shall be fixed by decree agreed upon at a Council of Ministers there shall be prohibited: Announcing, issuing, putting in circulation or for sale, pawning or introducing in the Spanish market securities of the debt and other legal tenders of foreign governments, as well as stocks, obligations, or titles of any kind of companies or corporations not Spanish.

Nevertheless, on the proposal of the Minister of Finance, the Council of Ministers shall be able to grant, in respect to provisions in the preceding paragraph, the exemptions he may judge proper.

Article 2. The Government likewise, on the proposal of the Minister of Finance, may prohibit the introduction into Spain of Spanish securities, of corporations or societies, also Spanish, whenever these stocks are domiciled abroad. Those who desire to introduce them are hereby obliged to report to the Government as to such introduction and destination.

Article 3. The violation of the present law shall be punished with a fine of 1,000 to 10,000 pesetas, and in case of repetition, with a fine of from 10,000 to 25,000 pesetas.

Article 4. The Minister of Finance will dictate the proper orders for the execution of this law.

Madrid, June 14 1916.

SANTIAGO ALBA,  
The Minister of Finance.

Mr. OWEN. It was precisely the same principle which caused Congress as a war measure, to pass the Trading-with-the-Enemy Act, approved Oct. 6 1917.

It was the same principle that caused Congress to pass the Espionage Act, approved June 15 1917.

On Oct. 12 1917 the President vested in the Secretary of the Treasury the control of foreign exchange, exporting, gold transfer, credits, &c.

At the same time the President vested in the War Trade Board the authority to issue licenses for exports or imports in paragraphs 2 and 3 of his Executive order of Oct. 12 1917.

Mr. GALLINGER. Mr. President, alluding to Mr. Kent, I will ask the Senator from Oklahoma if he has knowledge as to whether or not any member of the Federal Reserve Board endorses Mr. Kent's views? It has been suggested, or at least I have heard it suggested, that at least one member of the Federal Reserve Board was in harmony with Mr. Kent.

Mr. OWEN. I think that the influences surrounding Mr. Kent have been persuasive with some members of the Board. I should not like to quote their names, unless they wish to put themselves on record with regard to it; but I think one or two members of the Board have been led to that belief; and it is perfectly obvious that they have been grossly misled.

Mr. GALLINGER. I do not wish to mention any name myself, but it has been suggested to me that such is the fact.

Mr. OWEN. I think it is the fact. That is the reason why I regard this advice as particularly mischievous, because the members of the Federal Reserve Board who have lived only within our domestic lines, who have not been engaged in international banking, and who have had no particular reason to have studied this matter, necessarily would rely upon such alleged expert advice; I should not be inclined to blame them for accepting the opinion of a man whom they regard as very high authority; but when I see the advice is wrong, I feel it my duty to the country to speak out and show why it is wrong, because it is injuring American interests in this war, and I do not think we ought to permit it.

I submit a statement of the exports and imports from the neutral countries of Europe with the United States, showing a net balance due us of about \$200,000,000 last year. These balances must increase because those countries have denuded themselves in large measure in supplying the belligerents, around them, and they have to call on us more and more for supplies.

*Balance of Trade in the Commerce of the United States with the Neutral Countries of Europe During the Calendar Year 1917.*

Countries—	Imports.	Exports.	Imports.	Exports.	Excess of
Denmark-----	\$977,453	\$32,388,864	-----	\$31,411,411	
Netherlands-----	22,744,504	90,520,301	-----	67,775,797	
Norway-----	6,280,233	62,866,850	-----	56,586,617	
Spain-----	36,881,630	92,469,320	-----	55,587,690	
Sweden-----	18,069,487	20,900,854	-----	2,831,367	
Switzerland-----	19,834,668	19,502,045	\$332,623	-----	

The international credit trade balances to the neutral countries of Europe were large, and they received in lieu thereof gold and credit and securities, the securities being merely a form of credit. The Government of the United States can control both imports and exports under the law. It can, as far as the neutral countries are concerned, immediately bring the dollar to par, because they owe us more than we owe them, and we only need to require them to buy the dollars they owe us in terms of their own currency to give the American consumers the benefit, through their merchants, of foreign currency at par.

Inducing the foreign banks to place their balances in the United States directly is another way to do it to accomplish the same end.

Selling United States bonds in these neutral countries is another way to accomplish it.

All of these factors should be employed and through every available agency the dollar should be brought to par and kept at par as a means of helping us win this war.

Mr. Kent's speech before the National Foreign Trade Council was printed as follows in the "Congressional Record" at the instance of Senator Owen:

The cry of the orator for a dollar at par throughout the world may be valuable in time of peace as commercial propaganda, but it has no place in time of war, particularly with a world's war, such as exists to-day.

The United States, in order to carry out her part in the war, is going to be obliged to supply from her own resources and from those of many other countries of the world commodities to the value of many billions of dollars. Regardless of her great wealth, there is a positive limit to her ability to furnish such supplies. In order to win the war she must be in a position to do so for a longer period than the enemy. The length of time that she can continue to furnish needed supplies will depend upon her ability to conserve her resources. There are many products which she can obtain from within her own territory that will outlast the war needs. There are many others, however, which need supplementing from other countries of the world if we would maintain the highest efficiency of the war engines which we produce and of the men who operate them.

#### *Our Best Course.*

Our greatest interest, therefore, and that of our allies, demands that we maintain such commercial relations with the neutral countries which have commodities that will be needed by us as will enable the United States to continue the purchase of such commodities constantly for a long period. While there are probably none of these commodities which we can not (if need be) develop substitutes for, yet if we can continue their purchase from other countries, partly in exchange for things which we can better spare than the articles received for them, we will have accomplished two most important results—we will have maintained our foreign trade with other nations and so have held their interest in this country, and we will have saved the time of that portion of our population which might otherwise have had to be engaged in creating and manufacturing substitutes, in work that will result to our greater advantage. We will also be helping to keep the countries with which we trade in a healthier financial condition, which should be of great benefit in helping us to find a market for our goods when the war is over and our manufacturing interests turn from war industries.

#### *Must Curtail Exports.*

As the war goes on, the United States will find that it will have to curtail its exports to neutral countries, as Great Britain, France, and Italy have been obliged to do, so that it is reasonable to suppose that the balance of trade with many neutral countries will be constantly against us throughout the war. This being true, and it being greatly to the advantage of neutral countries to have our market for their goods continue in as large a way as possible, we must have some strong force to hold our imports within reasonable limits. An adverse exchange rate is the key to such force and is a great regulator of trade. It puts such difficulties in the way of our imports that without other pressure we endeavor to do without them in so far as possible.

The countries of export, in order to keep a market for their goods, will strive to find ways to allow continuation of such exports as we must have, even to the point of allowing funds to pile up in this country or through the extension of credits.

#### *Funds Accumulate.*

As funds accumulate here which cannot be exported there will be an increasing tendency on their part to purchase commodities from this country with them, which will offer a great inducement to the people of the United States to strive along with their war work to pay a part of their accumulating indebtedness through current exports.

In Argentina, for instance, we find that for the protection of its people the Argentine Government considered it to its very great interest to make an arrangement with the United States under which Argentine funds would be left on deposit in this country until after the war, provided the disbursement of the equivalent in Argentina was made for exports from Argentina to the United States. It is also true that the exports from the United States to Argentina increased from \$76,874,258 in 1916 to \$107,641,905 in 1917, even though we were not at war in the first year and were at war in the second. As long as exchange continues against us with Argentina the same tendencies will continue active, and when the war is over we will be as much less in debt to Argentina as the amount of exports which we have been able to furnish her year by year, that have been withdrawn from this country by her in order to get her funds home and make it possible, together with the extension of such credits as she can afford, to keep our market for her goods open.

#### *As to Argentine Wool.*

On our part we have, for instance, been induced to conserve and increase our supply of wool, so as to be able to import less from Argentina. As a result as the war goes on, we can hope to keep our relations with Argentina in such position that she will look upon us as being a country of great value to her, and, further, that she will accept us as her banker, so to speak, in that her surplus funds made through her war profits will have been accumulated in this country only to a natural extent, and not to such tremendous sums that she will become concerned for their safety or in actual need of them. The exchange rate being against us and acting as a deterrent to our imports and a stimulant to our exports will have helped to preserve a natural and proper relationship of benefit to both countries, in so far as is possible while the requirements of war exist. There is also excellent reason to believe that after the war is over, Argentina may prefer in large part our commodities to our gold, and that she will desire to continue the banking relationship which she has established.

In Chile a similar condition exists, with one or two minor differences. Our present demand for nitrate, which Chile alone is able to supply in large quantities, has seemingly made us more or less dependent upon her; and the exchange rate, being against us, might appear to be entirely in her favor. Actually this has not proved to be true and will clearly be less so as time goes on. If Chile is to hold our market for her nitrate, it is to her interest that we be deterred from establishing plants to manufacture nitrate from the air to the same extent that has been done in Germany. If she would do this, she must make some arrangement that will enable us to continue to import her nitrate without prohibitive expense or over extension. That this situation is becoming more clear to her people is shown in the fact that the price of nitrate has fallen off in recent months. Again we find that our exports to Chile increased in 1917, when we were at war, over 1916, when we were not at war, the figures, respectively, being \$57,483,996 and \$33,392,887.

In Spain the exchange is also against us, even though in this case the balance of trade has been in our favor. In 1907 we imported from Spain \$36,881,630, whereas we exported to Spain goods to the value of \$92,469,329. This difference was offset through two principal operations—

first by the sale of sterling exchange in this country by Spain; and, second, by the sale by this country to South American countries of Spanish pesetas.

#### *Helping Great Britain.*

As Great Britain was not in position to furnish Spain with such commodities as she required, Spain transferred her sterling balances to the United States. The transfers were sufficiently large, together with other items, to force the exchange against us, which has resulted in greatly increasing the desire of Spain to import from the United States, and we find that such imports increased from \$45,697,462 in 1915 to \$64,316,888 in 1916, and to \$92,469,320 in 1917. At the same time the operation was of great value to the Allies, as it enabled Great Britain to obtain from Spain commodities required by her in France, which could be delivered without submarine loss. When selling pesetas to South America for high prices obtained, we were helping pay for much-needed goods from those countries, and as they could be delivered to us without danger from submarines, it was to our greater interest, while such sales were being made, to import from South America and pay in pesetas than to import from Spain and pay in pesetas.

#### *Dollars Pile Up.*

The Spanish exchange having been against us has resulted in the piling up of dollars in this country to the credit of Spanish bankers, which has again, as has already been shown, produced a great demand for our exports. When the war is over, as the Spanish currency is nearly 100% metal cover, there is good reason to believe that she will prefer to use such funds as may have accumulated by that time in this country for the purchase of our goods as she requires them, and that she will largely continue such of her balances here as may not be needed for this purchase.

We now come to a group of countries—the neutral countries adjacent to Germany—in all of which exchange rules against this country, and where in every case it is undoubtedly of great value to us. These countries are Denmark, Netherlands, Norway, Sweden and Switzerland. Taken as a whole, our exports to those countries have been over three times as great as our imports from them, and yet the exchange has ruled constantly against us for a long period. Exchange has been turned against us through the sale in the United States of sterling exchange and through the remittance to the neutral countries concerned of German money. The transfer of funds to these countries by Germany has been most detrimental to the Allies, as it has enabled that country to pay for much-needed imports that she might otherwise have been unable to obtain in the desired quantities.

#### *Neutral Money Here.*

The purchase by this country of sterling exchange from all of the countries in this group has resulted in the accumulation in the United States of huge balances belonging to the banks of the neutral countries mentioned. As in the case of the other countries which we have considered, this caused a strong tendency to import from the United States, but after we entered the war and placed an embargo upon exports to such countries, except where we could feel reasonably certain that they would not prove of value to the enemy, such exports have been reduced. To Denmark, from \$56,329,490 in 1916 to \$32,388,864 in 1917; to Netherlands, from \$113,730,162 in 1916 to \$90,520,301 in 1917; to Norway, from \$66,209,717 to \$62,866,850; and to Sweden, from \$47,967,590 to \$20,900,854. To Switzerland there has been an increase, as shipments have been made to help obtain imports from that country to France. The figures were \$13,654,256 in 1916 and \$19,502,045 in 1917. As we were not at war the first three months of the year, these figures do not tell the whole story. As a result the balances maintained in the United States by these countries are very large.

In connection with transfers for German account, the accumulation of such balances and the difficulty involved in withdrawing them at the moment is of great value to the Allies. The exchanges being high, it means that every successful transfer made for German account results in that country receiving a much smaller sum to be used in payment for imports in the country of destination. It also has greatly increased the difficulty of making such transfers at any rate, for, as balances continue to grow here, even loaning against them in the neutral countries concerned becomes more difficult. Even so, the need of Germany for funds in these countries is so great that we cannot exercise too much vigilance in preventing their transfer.

Practically all of these countries are understood to have so stripped themselves of much-needed commodities in order to obtain the high prices being paid by Germany that after the war they will be obliged to replace them through import.

Their situation as to gold is also an easy one, so that we should be able to pay back these balances after the war without friction if we are prepared to supply the goods that these countries will require.

#### *Maintain Sterling.*

All of these countries have increased the balance of exchange against us by selling drafts on London in the New York market. If it had not been for such sales the United States might have been justified in continuing the shipment of gold, because of the tremendous supply held by us. When, however, we were taking over sterling credits which these nations sold to us, because we were helping maintain the sterling exchange rate, the accommodation was on our side and we were warranted in holding our gold until after the war, unless we should find it to our advantage to release it sooner. This is particularly true in the case of the neutral countries adjacent to Germany, where we have furnished them millions of dollars more in goods than they have given to us, and where we have taken sterling off their hands whenever they considered it to their interest to sell it in our market. Our gold embargo, therefore, is not in the nature of a refusal to pay. It is merely a statement to the world to this effect: That we do not at the moment propose to waste our gold by exchanging it for imports which we can get along without, and that neither do we propose to pay gold for sterling exchange which we are purchasing with dollar exchange at a higher rate than its normal value based on the present cash position of the British Government with the rest of the world, but in thus conserving our gold until after the war we are holding it as a reserve against the deposits which are accumulating in the United States to the credit of the other countries of the world.

#### *Exact Balances Known.*

In the meantime we will allow such balances to be used as freely as may be desired for the purchase of such goods in this country as the exigencies of the war justify us in allowing to be exported, or through investment in securities or property of any other kind in this country.

In this connection it will interest you to know that the Federal Reserve Board, through its Division of Foreign Exchange, is in possession of the exact cash balance as it exists at the close of business each Wednesday night between the United States and every country of the world. It is also in possession of exact knowledge as to what causes the changes in such balances from week to week. As these figures develop, the position of our country to the world will be as clearly before the Federal Reserve Board as is that of a banker to his depositors. This will make it possible for us to apply a banker's knowledge to the question of the probable de-

mands that will be made upon us from time to time and so enable us to determine how they may best be met. There will be no need for leaping in the dark, but every problem as arises can be considered from the scientific basis of complete understanding of the situation as a whole as it develops, and if we prove ourselves wise custodians of the world's money we can hope to remain as the world's bankers for many a year to come.

#### **HOUSE RESOLUTION CALLING FOR INFORMATION CONCERNING TREASURY BALANCE ON APRIL 1.**

A resolution calling on the Secretary of the Treasury to report to the House the amount of the Treasury balance on April 1, together with the name and location of each depository and the amount of interest received from each, was adopted by the House on May 13. The resolution was offered by Representative Madden, who stated that it was designed to give Congress knowledge concerning the necessity for new revenue legislation at this session of Congress. The resolution as adopted reads as follows:

House Resolution 345.

*Resolved.*, That the Secretary of the Treasury be requested, if not incompatible with the public interest, to report to the House the amount of the Treasury balance on the 1st day of April 1918, where the same is on deposit, and the rate of interest being received from each depository.

When the resolution was offered for consideration on May 11, Representative Garner reserved the right to object. On the 13th inst., in explaining the reason for his attitude, he said:

I want to say that on last Saturday I objected to the consideration of the resolution because the Treasury Department had not been consulted, and neither had any committee examined the resolution. Since that time I have talked to the Treasury people having charge of this information which this resolution seeks, and they say there is no objection to the passage of the resolution except the tremendous amount of labor that will be involved in reporting the 4,000 depositaries, the names of them, and the amount in each one. I do not object to the resolution if the gentleman from Illinois desires to take upon himself the responsibility of asking for the information, in view of the tremendous amount of labor that will be involved in furnishing it. As I remarked, I shall not object to it, though I doubt the advisability of having this amount of work performed for mere information. I cannot imagine what the gentleman's purpose is in getting it.

Mr. Madden in reply stated:

If there is anybody connected with the Government of the United States that ought to be in possession of the information sought in this resolution, this is the body, and I am not asking for any information that ought not to be in possession of the Congress; neither am I asking for information with any purpose except that we may be properly informed. And the mere question is that it requires a little more work to furnish it ought not to enter into the consideration of the problem at all.

Mr. Garner suggested that "if it is good policy to have this information, why not have a general law requiring the Secretary of the Treasury to report to Congress every thirty days how much money he has on hand at the first of each month, the name of the depositaries, and the amount of interest he is getting from each one." "I merely mention that," said Mr. Garner, "to indicate that the gentleman must have some public service in view, and would he mind detailing to the House what it is." Indicating his willingness to do this, Mr. Madden said:

I am very anxious to find out, as far as this information will help to convey the knowledge, whether, in the face of the present situation, we need the new revenue law. That is one of the things about which I am anxious to find out, and I think this will help in that direction.

#### **NEW ISSUE OF TREASURY CERTIFICATES OF INDEBTEDNESS IN ANTICIPATION OF TAXES.**

A new issue of Treasury certificates of indebtedness acceptable in payment of income and excess profits taxes was announced by Secretary of the Treasury McAdoo on May 13. The certificates will bear date May 15 and will mature June 25. Secretary McAdoo's announcement said:

United States Treasury certificates of indebtedness dated May 15 1918, maturing June 25 1918, acceptable in payment of income and excess profits taxes, bearing interest at the rate of 4% per annum, and in all respects identical with the certificates dated April 15 1918 except as to the date of issue and from which they bear interest, will be made available promptly. In the meanwhile Federal Reserve banks are authorized to issue interim receipts calling for definitive Treasury certificates dated May 15 as above, instead of certificates dated April 15. This will relieve subscribers for certificates of this character of the necessity of paying so much on account of accrued interest. Subscriptions for these certificates at par and accrued interest will be received by the Federal Reserve banks, and they are authorized until further notice to make allotment in full and receive payment with the subscription. More than \$70,000,000 of the certificates dated April 15 have been sold to date, making the total amount of certificates maturing June 25 1918 to date about \$1,430,000,000.

#### **RESULTS OF THIRD LIBERTY LOAN CAMPAIGN.**

It was announced last night (the 17th) that the subscriptions to the Third Liberty Loan had exceeded four billion dollars, the total being reported as \$4,170,019,650, with the number of subscribers aggregating 17,000,000. The figures for the Federal Reserve District of New York reach \$1,114,930,706, or 124% of its allotment. On May 14, it was stated that the Third Liberty Loan payments received at Washington on that day, amounting to \$624,000,000,

indicated that thousands of subscribers had paid in full for their purchases, instead of the 5% required on subscriptions.

It was stated on the 12th inst. that final figures on the Liberty bond subscriptions gathered by the Rainbow Division of the New York Federal Reserve District showed that the 86 business and professional organizations comprising this group accounted for \$564,767,950 bonds. This was 25.5% larger than the allotment of \$450,000,000 decided on before the campaign began. In the second loan campaign the grand total of subscriptions gathered in was \$409,367,-150.

#### **SUBSCRIPTIONS OF NEW HAVEN RAILROAD'S EMPLOYEES TO THIRD LIBERTY LOAN.**

Last week we gave figures regarding the subscriptions of the Pennsylvania Railroad's employees to the Third Liberty Loan. Below are the figures which have come to us this week as to the subscriptions of the employees of the New York New Haven & Hartford RR.:

*New Haven, Conn., May 11 1918.*

Final returns on subscriptions to the Third Liberty Loan show that employees of the New York New Haven & Hartford Railroad Co., the Central New England Ry., the New England Steamship Co., and the New Bedford Martha's Vineyard & Nantucket Steamboat Co. subscribed to a total of 30,988 bonds, amounting to \$1,981,600. The subscriptions were as follows:

Company—	No. of Subscriptions.	Amount.
New York New Haven & Hartford RR.....	28,115	\$1,789,150 00
Central New England Ry.....	1,648	111,150 00
New England Steamship Co.....	1,153	77,150 00
New Bedford Martha's Vineyard & Nantucket Steamboat Co.....	72	4,150 00
	<hr/>	<hr/>
	30,988	\$1,981,600 00

#### **LIBERTY LOAN ASSOCIATION WARNS AGAINST COLLECTORS.**

J. E. Raasch, Treasurer of the Liberty Loan Association of Banks and Trust Companies of New York City, the organization which handles the coupon books for the payment of Liberty bonds on the weekly and monthly installment plan, announced on the 13th inst. that the association does not employ collectors to gather the weekly payments on the Liberty bonds. The association has no traveling collectors of any kind whatsoever, but payments on the bonds must be made at places authorized by the association. A special appeal is made to the public, in the event that any person representing himself as a collector should call upon any holder of a coupon book, to take immediate steps to apprehend the alleged collector. Payments for bonds on the association's installment plan should be made at the authorized agencies consisting of incorporated banks, certain stores having sub-stations of the post office and a few of the paymasters of the military and naval forces. A list of the places where payments may be made is included in the coupon book.

#### **BONDS OF SECOND LIBERTY LOAN OUTSTANDING—PAYMENT OF INTEREST.**

In announcing on May 15 the payment of the first semi-annual interest due on the 4% Second Liberty Loan bonds, the Treasury Department stated that there were on the 15th of April 523,673 registered bonds of that loan outstanding, held by 306,908 individual owners. The following is the announcement showing the amounts of bonds of the various denominations outstanding:

The Treasury Department at the close of business last night mailed to the holders of registered bonds of the Second Liberty Loan the checks covering the first semi-annual interest to-day. The books of the Second Liberty Loan closed on April 15, in order that the preparation of the interest payment might be unhampered by transfers and exchanges, and on that date there were 523,673 registered bonds of this loan outstanding, representing an aggregate face value of \$409,733,500. The bonds are held by 306,908 individual owners, in the following denominations:

Denomi-nation.	No. of Bonds.	Denomi-nation.	No. of Bonds.
\$50.....	110,390	\$5,000.....	8,693
100.....	244,935	10,000.....	8,931
500.....	68,537	50,000.....	776
1,000.....	80,477	100,000.....	934

During the closed period 306,908 interest checks, in aggregate amount of \$8,194,670, were prepared, the operations including printing, examining, signing, adding, cutting, inclosing in envelopes and sealing—a total of over 2,000,000 operations. The aggregate amount represents to a cent the total amount of interest on the registered bonds outstanding April 15, and the checks are drawn to the order of the individuals in whose names the bonds were registered.

United States bonds are issued only at the Treasury Department. Metal stencils are prepared bearing the names and Post Office addresses of the registered holders and the amount of interest which each holder will receive semi-annually. These stencils are used in all operations where it is necessary to use the name or address of a registered holder or the amount of interest due. Through the use of such stencils the ledger and interest

accounts are opened and the bonds themselves are inscribed, and later the same stencils are utilized in printing the interest checks.

Prior to the war, the Treasury prepared approximately 150,000 checks annually for the payment of interest on registered bonds of all loans, the issue of these 150,000 checks being distributed through the year. In the present payment of interest on registered bonds of the Second Liberty Loan more than twice that number of checks were prepared. In other words, the work involved in this one interest payment on one loan was equal to two years' work of this character for all loans prior to the war.

There are outstanding \$3,808,766,150 bonds of the Second Liberty Loan issue, which bear interest at 4%, this week's payment thus calling for a distribution of \$76,175,323.

#### THE VARIOUS LIBERTY BOND ISSUES.

In calling attention to the various issues of Liberty bonds, the Treasury Department, Bureau of Publicity, Liberty Loan, in its weekly statement to the press on May 1, said:

There are at present issued and outstanding four issues of Liberty bonds, and soon there will be six issues. They are as follows:

1. The original bonds of the First Liberty Loan; these bear 3½% interest and mature June 15 1947, but are redeemable at the Government's option on or after June 15 1932. They have a conversion privilege.

2. The original bonds of the Second Liberty Loan; they bear 4% interest and mature Nov. 15 1942, but are redeemable at the Government's option on or after Nov. 15 1927. They have a conversion privilege.

3. Bonds of the second issue which have been obtained by the conversion of bonds of the first issue into bonds of the second; they bear 4% interest and mature June 15 1947, but are redeemable on or after June 15 1932. They have a conversion privilege.

4. The original bonds of the Third Liberty Loan; they bear 4½% interest and mature Sept. 15 1928, and are not redeemable until maturity. They have no conversion privilege.

The other two issues which will soon be outstanding will be 4½% bonds obtained by the conversion of bonds of the first issue, and 4½% bonds obtained by conversion of bonds of the second issue, into bonds of the Third Liberty Loan. They will have no conversion privilege.

#### ACTION ON PROPOSED NEW REVENUE LEGISLATION.

The question of undertaking new revenue legislation at the present session of Congress, which as announced in our issue of Saturday last, has been recommended by Secretary of the Treasury McAdoo, is expected to be the subject of a conference next week between Representative Kitchin, Chairman of the Ways and Means Committee of the House, and Senator Simmons, Chairman of the Senate Finance Committee. Considerable opposition to the consideration of a new revenue measure has been aroused, since it would mean the abandoning of plans for adjournment about July 1. Representative Cordell Hull, of Tennessee, is one member of Congress who is reported as endorsing Secretary McAdoo's suggestions, and he is said to have advised President Wilson of his views with regard to the need of further revenue legislation.

On May 15 the Treasury Department sent to the Senate in response to a resolution by Senator Pomerene, of Ohio, a statement that the present revenue law will, under present estimates, raise \$4,095,699,000, as against \$3,000,000,000 estimated when the bill was drafted. It may be that when the final income tax and excess profits tax figures are in an even more favorable balance may be shown. The "Times," which reports this, adds:

The figures, however, are said by the Treasury Department to be quite accurate, so far as it has prepared and totaled bills which it will send the various taxpayers for collection. The details are income and excess profits, \$3,643,899,000; customs, \$180,000,000; miscellaneous, \$270,000,000, of which \$40,000,000 is from increased postal rates; sale of public lands, \$1,800,000.

On the 17th inst. the same paper said:

When he meets Secretary McAdoo next week to discuss finances, Mr. Kitchin will present figures intended to show that there will be more than sufficient money to vigorously prosecute war activity until next March.

The total appropriations for the next fiscal year, Mr. Kitchin said to day (the 16th) would reach about \$29,200,000,000, divided as follows:

Army	\$11,700,000,000
Navy	1,500,000,000
Fortifications	6,000,000,000
Shipping	3,000,000,000
Loans	6,000,000,000
Ordinary	1,000,000,000

In the opinion of Mr. Kitchin, nor more than \$18,000,000,000 can be expended by the Government out of the fiscal appropriation for next year. It is estimated by him that more than \$4,000,000,000 will represent the income from the present revenue bill. In addition, he points out, the Government has obtained \$6,000,000,000 in loans and has authorization to issue certificates of indebtedness for \$7,000,000,000. Returns from miscellaneous sources, he said, would amount to \$750,000,000. The Government, by March next, he continued, would have a total estimated income of about \$18,000,000,000, more than would be required for its use up to March, by which time other revenue legislation could be put into operation.

#### FARMERS URGED NOT TO HOLD WHEAT FOR NEXT SEEDING CROP.

Because of the European demand for flour farmers have been urged by the U. S. Food Administration not to hold wheat for seeding their new crop except in certain States. The Food Administration's announcement says:

So great has become the European demand for flour that the Food Administration is urging farmers not to hold wheat for seeding their next crop except in a few States where the period of harvesting winter wheat overlaps the period of planting.

While it has been the practice in many communities for farmers to hold over wheat for seed, the Food Administration regards it as unnecessary. It is almost beyond belief that in any part of the country the yield from the next harvest will be insufficient to meet all seed requirements for the succeeding crop. It has never failed in the past; there is no reason to believe it will now. In some sections conditions are such that it would be practically impossible to put in a successful crop except with seed that had been held over from the previous year. The Food Administration recognizes these conditions, however, and applies its requests only to those sections where the only reason for holding over wheat would be to protect against the possibility of failure of the crop now growing—a contingency which at present seems very remote.

Even should there be local crop failures, it would be entirely feasible to ship in from other sections seed that is known to be adapted to conditions ruling in the afflicted communities.

Never before has there been such urgent need for wheat. Every carload, every bushel, and every grain that can possibly leave the farm may within the next few months play an important part in our war program. Throughout the country millions of people are cutting their consumption to the barest minimum, many of them going entirely without wheat. The release of thousands of bushels ordinarily held for seed would do much to relieve the present situation and to insure exportation conditions.

At the present rate of consumption each bushel would provide bread for at least one soldier in Europe until the next harvest relieves the necessity for such individual sacrifice at home. And with every indication of bumper crops the wheat seed can easily be thrown on the market.

#### LICENSES FOR EXPORTS OF WHEAT FLOUR TO CUBA NO LONGER AVAILABLE TO PRIVATE TRADERS.

According to an announcement of the War Trade Board on May 13, individual licenses for the exportation of wheat flour to Cuba will no longer be issued to private traders; it is proposed to issue a special export license to the United States Food Administration Grain Corporation for shipment to the Cuban Council of National Defense, the Grain Corporation making its purchases through the United States Food Administration Milling Division. We give the Board's announcement herewith:

The War Trade Board announces that, pursuant to a plan for closer co-operation with the Cuban Government in caring for the minimum requirements of wheat flour for Cuba, individual licenses for the exportation of wheat flour will no longer be issued to private traders.

A special export license will be issued to the United States Food Administration Grain Corporation for the shipment of wheat flour to the Cuban Council of National Defense. The Grain Corporation will make their purchases of flour through the United States Food Administration Milling Division. The Cuban Council of National Defense will take care of the distribution of the flour in Cuba, acting in conjunction with Senor Armand Andre, the Cuban food administrator, and in consultation with Consul-General Henry H. Morgan, the representative of the War Trade Board in Cuba, who will act in an advisory capacity in the distribution.

The adoption of this plan became necessary because of the shortage of wheat flour in the United States, which made it difficult for private traders to obtain from the mills sufficient supplies of this commodity to complete shipments to Cuba against the export licenses actually issued. Great hardship has resulted in certain parts of the island from this failure on the part of private traders to effect the necessary shipments.

Therefore, notice is given to all private traders that, hereafter and until further notice, no applications from them for export licenses for the shipment of wheat flour to Cuba will be considered. Those who are now in possession of unexpired licenses for the exportation of wheat flour to Cuba are informed that they may make shipment against these licenses.

No renewals of these outstanding licenses will be granted, and shippers should therefore use every precaution not to bring wheat flour to seaboard for shipment under these licenses unless they are certain of being able to effect the shipment before the license expires.

#### PRODUCE EXCHANGE COMMITTEE TO WORK WITH FEDERAL BODY IN DISPOSING OF BARLEY AND RYE FLOUR SURPLUSES.

The appointment by the N. Y. Produce Exchange of a committee to co-operate with the U. S. Food Administration for the purpose of remedying the glutted situation in the corn meal, rye and barley flour markets, was announced on the 14th inst. A statement issued by the Exchange said:

At the request of the Grain Corporation of the United States Food Administration, the President of the New York Produce Exchange has appointed the following committee for the purpose of relieving, if possible, the situation in corn-meal, barley and rye flour. Those wishing to dispose of any of these products should state the following: quantities, grade and brand, cost and price desired. You are earnestly requested to give this immediate attention, reporting the same to the committee, now located in the Trade and Transportation Office on the Exchange floor. The committee consists of H. J. Greenbank, Chairman; H. Galbraith, R. O. Sherwood, R. L. Sweet and H. W. Gladwin.

#### LIFTING OF MICHIGAN CENTRAL GRAIN EMBARGO—CHICAGO BOARD OF TRADE EXPEDITES GRAIN SHIPMENTS.

According to Chicago advices of May 14 the embargo placed by Michigan Central RR. Jan. 3 restricting the handling of grain through Michigan Central elevator at Kensington, Ill., has been cancelled. The order is effective at once. It was also reported on May 14 that the transportation department of the Chicago Board of Trade had notified members that the Lake Carriers' Association has renewed

last season's amendment, whereby, to effect most efficient and prompt handling at Buffalo, all grain loaded at Lake Superior ports and consigned to Buffalo will be assigned for unloading at Buffalo under direction of U. S. Food Administration's representative.

#### CANADIAN MEASURES TO FORCE OUT HOARDED WHEAT.

The following, bearing on the measures taken by Canada to release hoarded wheat, is taken from "Financial America" of May 15, which credits the information to Winnipeg advices of that date.

Steps are being taken to force the farmers in the prairie Provinces to release the wheat, of which it is estimated 15,000,000 bushels are still on the farms. Drastic action is being urged by the Board of Grain Supervisors for Canada.

The Board is now trying to have all the wheat that remains of last year's crop shipped from the farmers either to the mills or the representatives of Allied Governments.

In attempting to prevent farmers from holding back any of the grain, the following order, dealing with the shipment of wheat to flour mills in Canada was issued:

1—That no flour mill in Canada shall receive into their mills west of the Great Lakes any wheat without securing permit from the Board of Grain Supervisors of Canada.

2—That no permit will be given to any mill that has on hand sufficient wheat to keep it in operation for ten days.

3—This order is in effect from May 10, inclusive.

In a series of six orders the Board of Grain Supervisors then regulated the shipment of various quantities of wheat from elevators to mills, and the interchange of other quantities of wheat representing excess stocks, between various mills, all in Western Canada. The exact amounts of wheat to be shipped are specified and the time limit in which shipments must be made. The disposition of 1,196,000 bushels is regulated in all.

#### CONTROL OF CANADIAN WOOL EXPORTS.

Announcement that the export of Canadian wool to the United States and elsewhere would be controlled to the extent of making sure that Canadian users would get the first chance of obtaining all they need was made in the Toronto "Globe" of May 7, from which we quote further as follows:

This is the decision of the Canadian War Trade Board as a result of the recent conference with representatives of the allied wool trades. At that conference it was decided to ask the United States War Trade Board to permit a greater degree of free trade in wool between the two countries.

Under these circumstances, the new decision to order all wool growers to grant a ten-day option of purchase to Canadian buyers before applying for an export license seems to be a direct change of front, but those in the trade know that it is not. Canadian wool growers will ship about 10,000,000 pounds of wool this year, and the greater portion of this, under any circumstances, will go to the United States, but Canadian mills want to make sure of getting a goodly portion of the short wools grown in Canada. It appears that the unfortunate situation, so far as the Canadian mills are concerned, is that there is insufficient combing facilities in Canada; that is probably why all Canadian-grown wools cannot be handled in Canada, and the wool grower, to get a market that will make it profitable for him to stay in business, must go south of the international border. \* \* \*

The price of Canadian wool to the users is fixed as of July 30 1917; this means an average of 65 cents a pound. This is something of a reduction to the Canadian user, as he has been asked to pay in the neighborhood of 80 cents for some of the better qualities of wool. On the other hand, it does not mean a direct loss to the wool growers in that the price he will get from the Canadian users is similar to that he will get from the United States buyer. The American Government has recently decided to take over the United States wool clip and pay a similar price to that recommended for the Canadian wool, and Canadian wool when in the United States is placed in the same position as United States wool, so that wherever the Canadian grower ships his wool on the North American continent he will get the same price. The wool grower is more interested in finding a permanent market for his wool than getting high prices at this juncture. He could not get higher prices if he wanted to.

#### ONE MONTH'S COTTON SUPPLY FOR SPAIN LICENSED—OIL SHIPMENT.

A month's supply of cotton has been licensed by the War Trade Board for Spanish consumption to be transported from the United States to Spain by vessels of that country, according to an announcement made on May 13. In licensing only this comparatively small quantity of cotton for shipment to Spain, officials are said to have declared that the United States was following the practice of licensing only one month's supply of any commodity at one time for export, with a view to preventing a drain upon the country's resources by permitting the unrestricted shipment of American goods to various countries. In addition approximately 8,000,000 barrels of oil which had been licensed for shipment to Spain had been held up pending the settlement of Spain's demand that the oil be shipped in tin containers instead of in barrels. The War Trade Board refused to permit the oil to leave the country in tin containers because of the scarcity of the metal for domestic uses. A compromise has been reached, whereby the oil will be shipped in bulk across the Atlantic. Arrangements are now being made for the chartering of a tank steamer to transport the product.

#### NEW RUBBER PRICES ANNOUNCED BY WAR TRADE BOARD.

Advices which the Rubber Association of America, Inc., received from the War Trade Board on the 16th inst. had a disconcerting effect on the trade, since it announced the fixing by the Government of prices on intermediate and low-grades of rubber effective two days prior to the receipt of the advices. The "Journal of Commerce" yesterday, in pointing out the criticism directed against the schedule because of this, and because of the fact that it did not observe the usual trade differentials between prices on various grades, said:

There was moderately heavy trading on both Tuesday and Wednesday and contracts were entered into on those days at prices ranging from three to six cents above the fixed levels. Dealers in many instances have acquired the rubber to fill these orders at high prices and now fear that they will be obliged to carry out the contracts at the Government price, incurring considerable losses.

The letter of the Board to the Rubber Association, which the latter was directed to promulgate to the rubber trade, read as follows:

Supplementing its letter of April 30, fixing maximum prices on standard qualities of crude rubber, the War Trade Board requests that your immediate cause proper notice of the contents of this letter to be given to the rubber manufacturers and importers and others interested in the subject. You may use copy of this letter for the purpose.

In further protection against speculative dealing and profiteering, and supplementing the option and guarantee clause which you were directed to have inserted in the present rubber guarantee, the following prices are fixed, effective May 14 1918, for grades other than those fixed on April 30:

	Per Lb.
Off standard Latex crepe	62c.
Off color Latex	61
No. 1 amber crepe	60
No. 2 amber crepe	60
No. 3 amber crepe (medium color)	58
No. 4 amber crepe (darkish color)	57
Prime, clean, light brown crepe, thick (and or) thin	60
Medium color brown, clean crepe, thick (and or) thin	58
Good dark brown crepe, thick (and or) thin	54
Specky brown crepe, thick (and or) thin	50
Massed or rolled crepe	44
Colombo scrap No. 1 quality	46
Colombo scrap No. 2 quality	44
Standard quality smooth smoked sheets	60
Standard quality unsmoked sheets	61

##### Mexican Guayule—

Guayule crude, with 20% guarantee of shrinkage	35
Clean, dry and treated Guayule, such as Duro, Triangle, Box, Torean and Alto brands	48

##### Para Grades—

Upriver medium	63
Upriver, weak, fine	56
Upriver coarse	40
Upper Caucó Ball	40
Xingu Ball	38
Lower Caucó Ball	36
Islands fine	59
Islands coarse	27
Cameta	28

##### Central American Grades—

Central scrap: Esmeralda, Corinto, Mexican, Bluefield	39
Central slab: Guatemala, Columbian, Mexican and other slabs of similar nature	32

##### African Grades—

Red Congo Ball	48
Black Congo: Kassai, Lopori, Equateur, Sangha and similar grades	50
Benguelas: 32½ shrinkage, 20c.; 28% shrinkage	33
Niger paste and flake	28
Red Kassai: Nuggets, cords and similar grades	42
Massais	55
Rio Nunez	55

##### Miscellaneous—

Mattogrosso fine	53
Mattogrosso coarse	38
Penang (this includes Java)	37
Caucho tails	35

All the above valuation are on the basis of c.i.f. New York.

You will please take due measures to procure the proper guarantees from all signatories of the rubber undertaking to the effect that the Government shall have an option at the aforesaid prices to the same extent as already given on the grades the maximum price of which has heretofore been set.

Yours very truly,

(Signed) FRED B. PETERSON, Director.

The crude rubber prices previously fixed were announced in our issue of May 4; last week we referred to the placing of rubber on the list of restricted imports.

#### COMMITTEE TO CONSIDER STEEL DEMANDS OF ALLIES.

A conference between the Steel Committee of the American Iron & Steel Institute, headed by Judge E. H. Gary, and the War Industries Board, was held in Washington yesterday. A statement concerning the deliberations issued in the afternoon by Bernard M. Baruch, Chairman of the Board, said:

The War Industries Board presented to the steel industry the increasing demands for steel to supply the military necessities for this country and its Allies, and we have been discussing the means of meeting this demand. The matter is still under investigation, and a joint committee of the steel industry and the War Industries Board is going to ascertain the facts and report later.

It was later announced that James A. Farrell, E. G. Grace, H. G. Dalton, J. A. Topping, and E. A. S. Clarke would represent the Steel Institute, and Alexander Legge and J. L. Replogle the War Industries Board. It was also said that it was probable that Gen. Hugh L. Johnson would likewise sit for the War Industries Board. The conference, it is understood was held at the instance of the War Industries Board for the purpose of having an investigation made of the entire steel situation, with a view to increasing the production of the important commodity, to determine Government steel needs so far as possible, and to make plans for the curtailment of steel supplies of the less essential industries.

An Associated Press dispatch in the New York "Evening Post" last night said:

The War Industries Board has not receded from its position that the steel mills be required to devote their entire output first to war orders and that any surplus may be distributed for commercial use under strict Government supervision.

Representatives of the industries told the Board they were ready to carry out the program 100%, but asked for definite facts as to those needs on which there is a difference of opinion.

The Government representatives at the meeting said the steel men would have to increase their capacity if any surplus is to be available for commercial use, and that they would have to find some means of restricting commercial demands.

Curtailment of less essential industries was discussed at length, and the joint committee, after a careful study, will make recommendations to Chairman Baruch, who will make final decision.

The joint committee was instructed to start its investigation at once and report as quickly as possible.

#### WAR INDUSTRIES BOARD CONFIRMS STEEL PRICE INTERPRETATION.

The following statement was issued on May 15 by E. H. Gary, Chairman of the Committee on Steel and Steel Products of the American Iron and Steel Institute:

The War Industries Board has confirmed this committee's interpretation of President Wilson's announcement of Dec. 28 1917, viz.: that all deliveries of iron ore, pig iron, bar iron, steel and steel products, made on and after April 1 1918, under contracts entered into on and after Dec. 28 1917, shall not be invoiced at prices higher than the maximum prices in effect at time of delivery, as specified in President Wilson's announcement of March 27 1918. It is hoped that all buyers and sellers of any of the above products will be governed by this ruling.

#### PLATINUM, IRIDIUM AND PALLADIUM COMMANDEERED BY GOVERNMENT.

Supplementing the order of last February, whereby the Government took over control of the production, refining and distribution and use of crude and refined platinum for the period of the war, it was made known on May 14 that all stocks of platinum, iridium and palladium, held by refiners, importers, manufacturing jewellers and dealers, inclusive of the supply coming into their possession up to June 30 had been commandeered by the War Industries Board. The commandeering order, effective May 1, provides for the purchase of platinum by the Government at \$105 per Troy ounce; the price fixed for iridium is \$175 while that for palladium is \$135 per ounce. The privilege of using 25% of their present stocks if they sign a waiver of all claims for compensation from the Government, because of the requisition, was extended by the Board to manufacturing jewelers. In addition, jewelers will not be compelled to make delivery of manufactured platinum now in their hands, provided they sign a similar waiver of Government compensation. In order that an idea may be had by the Board of the stocks of the three metals held in the country, all persons affected by the commandeering order, must forward within five days a sworn inventory of their stocks. Jewelers are required to submit not later than June 30, an estimate of the amount of the metals included in the manufactured articles upon which the labor has exceeded 20% of their value.

Those affected by the order who fail to comply with its terms, are liable to the seizure by the Government of their entire stock of metal. The opinion was said to have been expressed by officials on May 14 that the prices set for Government purchases of platinum, iridium and palladium are considered to allow a sufficient margin of profit to those handling the metals, and also will tend to prevent speculation, such as was indulged in before the order was issued. Before the issuance of the order, platinum was purchased by jewelers for sums as high as \$150 an ounce, in an effort to satisfy the demand for jewelry manufactured from the metal, in comparison to prices averaging \$40 an ounce five years ago. The actual commandeering of the stocks of the three metals was hastened, officials said in explanation by the closing of this country's Russian source of platinum through the peace pact between Russia and Germany. The resultant reduction of the supply made necessary com-

deering action if the country's war needs for platinum and the other metals in great demand were to be cared for. As a result, the United States now is wholly dependent upon the negligible domestic production of platinum and supplies of the metal from South America and the Orient. The order issued jointly by the War Department and the Chemical Division of the War Industries Board declared:

By virtue of the authority vested in him by the Constitution and laws of the United States the President of the United States, Commander-in-Chief of the Army and Navy, does hereby requisition for public use connected with the common defense all the supply now held by or under control of or in the possession of, together with such additional supply of platinum, iridium and palladium as shall up to June 30 1918, be held by or come under the control of the following superseding order No. 510, dated Feb. 23 1918. \* \* \*

Compensation for alloys, sweeps, scraps, &c., containing platinum, iridium or palladium, covered by requisition, will be "determined upon analysis and will be paid to the persons entitled thereto."

A description of stocks of the three metals as requisitioned by the Board includes settling, bezels and findings containing any percentage of platinum or iridium or palladium, tubing sheets, plate wire, gauze, sponge, chloride; partly manufactured products; scrap and filings; ores, concentrates or mixtures containing either more or less than 75% of the metals; manufactured articles, or in process; alloys, platinum, and iridium or palladium in any form.

#### EXECUTIVE ORDER DIRECTING SALE OF NICKEL BY ALIEN PROPERTY CUSTODIAN.

The following Executive order, authorizing the sale by the Alien Property Custodian of 279,232 pounds of nickel, was issued under date of May 9 by President Wilson:

##### EXECUTIVE ORDER.

An Executive order concerning a sale to be conducted by the Alien Property Custodian, pursuant to the "Trading-With-the-Enemy Act" and amendments thereof.

By virtue of the authority vested in me by "an Act to define, regulate, and punish trading with the enemy, and for other purposes," approved Oct. 6 1917, known as the "Trading-With-the-Enemy Act," and the amendment to such Act embodied in "an Act making appropriations to supply urgent deficiencies in appropriations for the fiscal year ending June 30 1918 and prior fiscal years, on account of war expenses, and for other purposes," approved March 28 1918, I hereby, in the public interest, make the following determination, order, rule, and regulation:

The Alien Property Custodian is hereby authorized to sell at private sale, without public or other advertisement, the following property, to wit: 279,232 pounds more or less, of nickel; property of Hammar & Co., Hamburg, Germany, Hammar & Co. (Ltd.), Stockholm, Sweden, and other enemies unknown; same now being in the possession of the American Dock Co., Tompkinsville, Staten Island, N. Y.

Such sale may be made in one or more lots and may be conducted at the place where the property, or the major portion thereof, is situated, or elsewhere, and upon such terms and conditions as to the Alien Property Custodian or his duly authorized agent may seem proper.

My reasons for the foregoing determination, order, rule, and regulation are:

(a) That the property described is not customarily sold and cannot usually be sold to advantage either at public sale after public or other advertisement, or at the place where such property, or the greater portion thereof, is situated.

(b) That the property described may be sold to such manufacturers as may be designated by the Ordnance Department of the War Department for war purposes, and therefore for direct utilization by the United States Government.

(c) That unnecessary expense, delay, and inconvenience may be avoided.

WOODROW WILSON.

The White House, May 9 1918.

#### SENATE RESOLUTION CALLING FOR INQUIRY INTO PRICES OF FARM IMPLEMENTS.

The Senate on May 13 adopted a resolution directing the Federal Trade Commission to investigate the cause for the high price of farming implements, to determine whether there exists "any unfair methods of trade or competition" and "any act, combination, agreement or conspiracy to restrict, depress or control prices, production or supply" of farm implements. The following is the resolution:

*Resolved*, That the Federal Trade Commission be, and is hereby, directed, under the authority of the Act entitled "An Act to create a Federal Trade Commission, to define its purposes and duties, and for other purposes," approved Sept. 26 1914, to investigate and report to the Senate the cause or causes for the high prices of the articles hereinabove mentioned, required to be bought and used by the farmers of the country on the farms, and to investigate and report the facts relative to the existence of any unfair methods of trade or competition by manufacturers and dealers in any of the articles hereinabove mentioned in respect to any act, combination, agreement or conspiracy, to restrict, depress, or control the prices, production, or supply of any of the articles enumerated as follows, to wit: Agricultural implements and machinery of every kind and description.

And that the Federal Trade Commission report whether, under the facts found, the farmers are required to pay an unreasonable price for the things they are required to purchase and use on the farms in the production of food products, and whether they are thereby prevented from making a fair profit for their labor and money expended toward production.

#### PROPOSED CUT IN FARM TOOL OUTPUT.

With a view to determining what varieties of agricultural implements may be eliminated by manufacturers without hampering farm work a study of the matter has been undertaken by the Commercial Economy Board of the Council

of National Defense in co-operation with the implement industry. On the basis of information now being gathered the Board will probably issue formal recommendations specifying types and sizes that should be eliminated. The object is to conserve materials, labor, capital, and manufacturing facilities for war use. The Council in a statement said:

At the request of the Board, following a conference in Washington with the war service committee of the implement industry, four divisional committees of the National Implement and Vehicle Association met in Chicago in March to formulate suggestions to the Board. These committees had to do respectively with steel plows and tillage implements, chilled plows, grain drills, seeders, &c., and farm elevators. Each recommended various styles and sizes for elimination, numbering altogether nearly 2,000. The list was made up of types which had been gradually added by the manufacturers in the course of peace-time competition, but which could be dispensed with as a war measure, the committees believed, without serious inconvenience to anyone. In the report of the committee meetings it was stated that special regard had been given to the needs of the farmer, and nothing recommended for discard which was believed to be necessary to modern, economical agriculture.

The wagon department of the association has recently met in Louisville, Ky., and made similar suggestions.

Such of these recommendations as the Board deems suitable, together with others from different sources, are to be brought to the attention of all implement manufacturers and jobbers and as many retail dealers as it is practical to reach through questionnaires. Thus all branches of the trade, and practically all units, will have opportunity to express their views before the Board formulates its recommendations.

The first of the questionnaires, addressed to the manufacturers of portable grain elevators, has just been sent out by the Board. Others are in preparation.

It will be seen that the simplification of implement lines will not only save labor in the implement factories and steel mills by making possible longer runs on the machinery; it will also release a portion of the machinery for work on munitions, ships' parts, &c. In addition it will cut down the amount of stock the jobbers and retailers will have to carry, thus releasing capital for the purchase of Government securities.

The study is a part of the Board's general work of conserving commercial industrial resources and facilities. Similar measures have already been taken in the woolen cloth and clothing, the shoe and leather, the paint and other lines, in each case with the co-operation of the industry.

#### FEDERAL TRADE COMMISSION'S COMPLAINT AGAINST STANDARD OIL COMPANY OF INDIANA.

The Standard Oil Company of Indiana is charged with violation of the Clayton anti-trust Act and the Federal Trade Commission Act in a complaint filed against it by the Federal Trade Commission made public on April 30. It is alleged in the complaint according to a statement issued by the Commission that "in order to stifle and suppress competition," the company sells its gasoline and kerosene products only to those dealers and agents who will handle and deal in the other products of the respondent and who make diligent effort to cause the sale of these products to be as large as possible and who refrain from dealing in or handling the gasoline of any of the respondent's competitors." The complaint also alleges that the company refuses to sell and deliver its products in carload lots or in such manner or quantity that these products can be reshipped to other territories where higher prices prevail, except that such sales are made to other Standard companies. It is further alleged that the company "generally confined the sale of its products in its territory to retail distributors at wholesale or tank wagon prices, but in certain local or competitive areas within its territory, where retail dealers do not handle the products of the respondent in quantities desired, the respondent sells direct to the consumer at tank wagon or wholesale prices, thereby punishing retail dealers and compelling them to deal in the products of the Standard Oil Company of Indiana under conditions and restrictions imposed by it." The company is also charged with maintaining a system of contracts called "commission agency agreements." The allegations are detailed in the following statement of the Federal Trade Commission:

A comprehensive complaint, charging not only violation of Section 5 of the Federal Trade Commission Act, but also of Sections 2 and 3 of the Clayton Act, has been issued by the Federal Trade Commission against the Standard Oil Company of Indiana.

The complaint alleges that the respondent company maintains a system in the contract and sale of its gasoline and kerosene products whereby those products are shipped from its refineries to numerous depots called tank-wagon stations, situated in various localities throughout Michigan, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri, Kansas, North Dakota, South Dakota, and Oklahoma, and from these tank-wagon stations the products of the company are delivered into the storage tanks of its customers by means of tank wagons operated by the respondent company.

##### Competition Stifling Charged.

It is charged that with the purpose and effect of stifling competition the Standard Oil Company of Indiana refuses to sell and deliver its products in carload lots, or in such manner or quantity that these products can be reshipped to other territories where higher prices prevail, except that such sales are made to other Standard companies. It is charged also that the Standard Oil Company of Indiana sells and ships all of its surplus production to other Standard companies in different territories who do not interfere with the general business and marketing system of Standard companies generally, and that this system is designed and calculated to

prevent customers in territory other than that described above from obtaining gasoline and kerosene products at a price as low as that maintained by the respondent company in its territory plus freight differentials, which price is kept below that of the market in localities outside of the territory of the Standard Oil Company of Indiana.

##### Sales to Dealers and Consumers.

The complaint charges also that the respondent generally confines the sale of its products in its territory to retail distributors at wholesale or tank-wagon prices, but in certain local competitive areas within its territory, where retail dealers do not handle the products of the respondent in quantities desired, the respondent sells direct to the consumer at tank-wagon or wholesale prices, thereby punishing retail dealers and compelling them to deal in the products of the Standard Oil Company of Indiana under conditions and restrictions imposed by it.

It is charged also that the respondent company makes a practice of loaning tanks and other equipment used in handling its products to customers and prospective customers in competitive areas, both dealers and consumers, upon the condition and agreement that this equipment shall be used exclusively in the storage and handling of the products of the respondent. This practice, it is stated in the complaint, causes customers to confine their purchases exclusively to the products of the Standard Oil Company of Indiana.

It is charged also that the company maintains a system of contracts called "commission agency agreements," by the terms of which the respondent if obligated to pay dealers 1 cent a gallon on all pump-selling products handled by such dealers as a rental for the tanks and also for the services of the dealers in handling its products, but such agreements are made on the express provision that such dealers shall not handle the products of any competitor. Where dealers do not possess the necessary equipment, the complaint sets forth, the Standard Oil Company of Indiana furnishes it, and where the dealer has equipment an additional monthly rental is paid for the exclusive use of it in the handling and sale of the respondent's products.

The respondent also maintains, the complaint charges, a system of contracts known as "commission agent agreements," by the terms of which the Standard Oil Company of Indiana is obligated to pay, and does pay, consumers in certain competitive areas, with little or no opportunity of reselling to other consumers, a commission, rebate, or discount of 1 cent a gallon on the outgo, provided, however, that the consumers involved use the respondent's product exclusively, the commission paid being based on the gallonage outgo and also that used by these customers themselves.

##### Sale of Other Products.

It is charged, in the complaint, also, that the respondent, to stifle and suppress competition, sells its gasoline and kerosene products only to those dealers and agents who will handle and deal in the other products of the respondent, and who make diligent effort to cause the sale of these products to be as large as possible and who refrain from dealing in or handling the gasoline of any of the respondent's competitors.

It is alleged in the complaint, to, that, through its agents and employees and by means of advertisements in newspapers, magazines, and trade journals, the Standard Oil Company of Indiana has made representations concerning:

(a) The quality, grade, ingredients, and effectiveness of its products and those of certain of its competitors.

(b) The officers of competitive corporations and the officers of purchasing corporations which were not handling products of the respondent.

(c) The alleged methods of certain of its competitors of selling their products by measures short of the amount purchased.

(d) The ability of certain of its competitors to continue in business and make deliveries of their products, and

(e) That in the event lubricating oils other than those of the respondent were used upon certain agricultural machinery the guarantees upon the machinery issued by the manufacturers would not be binding, and

(f) That certain of its products which were blends of gasoline with heavier oils or a result of a "cracking process" were held out as gasoline without indicating the degree of adaptability for the use for which sold, and that these representations were false, misleading, and designed to deceive the trade and the general public.

##### Variation in Prices.

It is charged also that the Standard Oil Company of Indiana varies the price of petroleum in different areas within its territory by selling it at a lower price in highly competitive areas than the price for which it is sold where competition is less active and in highly competitive is less active and in highly competitive areas renders services and incurs selling expenses for which no charge above the wholesale price is made. For the same services and expenses, if incurred in areas where competition is not as active, a charge is added to the tank-wagon price, the complaint avers.

Touching the Clayton Act, the complaint charges that for several years past the Standard Oil Company of Indiana has discriminated in price and is now discriminating in price between different purchasers of petroleum products, and that the effect of this discrimination may be to substantially lessen competition or tend to create a monopoly.

##### Contracts at Fixed Prices.

It is charged also that the respondent is now and for several years past has sold and made contracts for sale, and is now doing so, of large quantities of petroleum products, and has fixed, and is fixing, the price charged therefor or discount or rebate upon such price on the condition, agreement, or understanding that the purchasers of these products shall not use or deal in the merchandise, supplies, or commodities of competitors. The effect of such sales and contracts, it is alleged, may be to substantially lessen competition and tend to create a monopoly.

#### U. S. TROOPS REVIEWED BY KING GEORGE—MESSAGE FROM THE KING.

A parade of American troops,—men forming part of the New United States National Army—took place in London on May 10, and besides being reviewed by King George and Queen Mary, the Dowager Queen Alexandra, the Duke of Connaught and Ambassador Page, a personal message from the King was received by each of the American troopers. Some 2,700 men participated in the parade, the paraders including two G. A. R. veterans, who were accompanied by three younger men carrying a banner with the inscription "United States Civil War Veterans. Not for Ourselves but for Our Country." The troops were

practically all from New York City. They marched in columns of fours from Wellington Barracks over a three mile route, circling that section of London in which are located the Government offices, the Embassies and the principal public buildings. The first of the men filed out of the parade ground at Wellington Barracks at quarter to twelve, passed the war office a half an hour later, the United States Embassy at quarter to one and reached Buckingham Palace five minutes after one. With the arrival of the troops at Buckingham Palace King George and Queen Mary, Queen Alexandra and the Duke of Connaught appeared at the main entrance and walking across the court yard received Gen. Biddle. Members of the War Cabinet, including Premier Lloyd George, Chancellor Bonar Law, Viscount Milner, and J. Austen Chamberlain, witnessed the parade from the balcony at the War Office. Ambassador Page reviewed the troops from a point just in front of the Embassy steps. The occasion is the first, it is stated, on which London had witnessed the soldiers of the National Army in marching order. The personal message received by each of the troopers from King George was in an envelope bearing the Royal arms, the outside of the envelope being marked: "A message to you from His Majesty King George V." The message itself was on the note paper of Windsor Castle, was written in fac-simile of the King's handwriting and was as follows:

*Soldiers of the United States: The people of the British Isles welcome you on your way to take your stand beside the armies of the many nations now fighting in the Old World the great battle for human freedom.*

*The Allies will gain new heart and spirit in your company. I wish I could shake hands with each one of you and bid you God-speed on your mission.*

GEORGE R. I.

#### UNITED STATES ARMY PLANS—FRENCH REPORT CONCERNING NUMBER ABROAD.

With regard to an announcement which the Paris cables reported on May 16 had appeared in Premier Clemenceau's newspaper "L'Homme Libre" that the United States had promised to have 1,500,000 fighting men in France by the end of 1918, Secretary Baker, it was said, refused to make any comment. The French newspaper was said to have stated that these troops must have their own organization and services, which would mean at least 2,000,000 specialists, workers, men in the Quartermaster's Department and others. The dispatch added:

The newspaper went on to say that certain misunderstandings which had existed had been cleared up, and that under no circumstances would Allied workers or soldiers displace French workers in factories.

The presence of American workers on French soil would be in direct consequence of the presence of American fighters on the front.

With the receipt of the above report it was recalled that Secretary Baker had some weeks ago told the Senate Military Committee that the United States had hopes of getting 1,500,000 men to the front during the year. On the 8th inst. he authorized the statement that his forecast to Congress in January that 500,000 troops would be dispatched to France early the present year had been surpassed. The following was Secretary Baker's statement of the 8th:

In January I told the Senate Committee that there was strong likelihood that early in the present year 500,000 American troops would be dispatched to France. I cannot either now or perhaps later discuss the number of American troops in France, but I am glad to be able to say that the forecast made in January has been surpassed.

At the same time the Secretary announced that as a result of a personal investigation of machine-gun production that there was no shortage of light or heavy types of these weapons either in France or America, and no shortage was probable. Mr. Baker said there had been no question as to the supplies of light type Browning guns, which were coming forward in quantities. He would not say whether shipment of these guns to France had been started. As to the heavy Brownings, he said:

Early manufacturers' estimates as to the production of the heavy type, perhaps, were more optimistic than was justified. The estimate of the Ordnance Department in January has been met and is being met. Some of these heavy guns have been produced and there is every indication of forthcoming production in increasing and substantial numbers.

The statement of the 8th regarding the movement to France was the first official utterance indicating even indirectly the number of men sent abroad. The first force to go was never described except as a division, although as a matter of fact it was constituted into two divisions soon after its arrival on the other side. It was stated that the fact that more than 500,000 have gone this year also shows the accelerated rate at which the men have been moving forward since the winter passed and eased the shipping and embarkation situation.

The Administration's plans for increasing the army were submitted by Secretary Baker to the House Committee on Military Affairs on May 3. Approximately \$15,000,000,000, it is stated, will be needed to finance the army during the next fiscal year. The "Times" of the 4th inst., referring to the proposed plans, said in part:

Secretary Baker refused to go into the question of figures involved in the proposed increase in military man power, but it became known at the Capitol that the estimates he submitted were based on a force of not fewer than 3,000,000 men and 160,000 officers being in the field by July 1 1919. The plan contemplates having 130,000 officers and 2,168,000 men, or a total of 2,298,000 in the field and in camps by July 1 1918, and approximately an additional million to be placed in the field before the end of the fiscal year.

"I don't want to say anything in figures," said Secretary Baker when asked how large an army was contemplated, "because I don't want to be tied down to numbers. My objection to using numbers grows out of the fact that we want to raise just as large an army as will be needed, and I want the American people to feel confident that we are not going to be handicapped by numbers but intend to raise an army that will be large enough in every respect."

Secretary Baker made it clear that the total of \$15,000,000,000 involved in the estimates as revised for the new army bill did not cover the whole cost of the army for the next fiscal year. The \$15,000,000,000 he explained was in addition to the large sum that would be carried in the Fortifications Appropriation bill, which covers the cost of heavy ordinance both here and overseas. Nor does it include the Military Academy bill. It was emphasized that although estimates were submitted on the basis of an army of a certain size, Congress was being asked for blanket authority for the President to raise all the men needed, and the approximate figures of \$15,000,000,000 could be increased by deficiency appropriations.

This country now has in camp and in the field, it was explained to the committee, the following enlisted men and officers:

Enlisted men .....	1,765,000
Officers .....	120,000
Total .....	1,885,000

On May 15 the "Times" stated that the summary of the Army Appropriation bill, now being drafted finally, issued on that day by the House Committee on Military Affairs, showed that Secretary Baker, after his visit to Europe, increased the estimates for the army for the next fiscal year by \$4,038,753,286. We quote further from the "Times" as follows:

This increase was made necessary by a decision to expand the army to 3,000,000 and to increase equipment in many details. The tentative bill carries \$11,771,666,847 86, which does not include about \$4,000,000,000 which will be carried in the Fortifications bill for heavy artillery, making the entire amount which will be provided for the army in the next fiscal year reach about \$15,000,000,000.

The Army bill for the present fiscal year was \$5,248,654,298 48, which is about \$10,000,000,000 less than will be required for the army in the next fiscal year. While an effort will be made to reduce the items in the Army bill proper and the Fortifications bill, it is believed that this Congress will appropriate from \$12,000,000,000 to \$14,000,000,000 for the army next year.

The summary made public by the committee shows the differences between the original estimates submitted by Secretary Baker and the revised estimates furnished by him after his trip to the battlefields of Europe, omitting those unchanged:

	Original Estimate.	New Estimate.
Signal Service .....	\$1,138,240,314 77	\$1,039,488,103 77
Maintenance office of Provost Marshal-General .....	15,762,000 00	
Pay, &c., of the army .....	1,003,934,176 40	1,589,950,745 14
Subsistence of army—		
Supplies, service and transportation,		
Quartermaster Corps .....	298,405,655 57	830,557,398 00
Regular supplies, Quartermaster Corps .....	231,754,055 54	552,868,390 00
Incidental expenses, Quartermaster Corps .....	10,457,814 59	37,456,789 00
Transportation of army and its supplies .....	654,180,015 72	1,251,592,903 00
Water and sewers at military posts .....	19,735,546 00	70,569,605 00
Clothing and camp and garrison eq'age .....	1,832,515,020 61	1,230,190,089 00
Storage and shipping facilities .....		143,603,037 00
Horses for cavalry, artillery, &c. ....	28,755,991 00	77,484,081 00
Barracks and quarters .....	26,839,967 00	187,190,800 00
Military post exchanges .....	1,247,512 00	2,994,950 00
Roads, walks, wharves and drainage .....	3,043,443 00	35,117,175 00
Construction and repair of hospitals .....	25,000,000 00	83,053,612 00
Quarters for hospital stewards .....	89,100 00	66,000 00
Shooting galleries and ranges .....	343,110 00	4,260,438 00
Maintenance of Army War College .....	12,200 00	12,780 00
Claims for damage and loss to private property .....	10,000 00	30,000 00
Ordnance service .....	25,500,000 00	30,000,000 00
Ordnance stores, ammunition .....	390,000,000 00	1,096,486,991 00
Small arms target practice .....	75,200,000 00	159,273,725 00
Manufacture of arms .....	50,000,000 00	257,324,325 00
Ordnance stores and supplies .....	93,400,000 00	443,699,260 00
Automatic machine rifles .....	237,144,000 00	574,870,000 00
Armored motor cars .....	75,550,000 00	347,972,500 00
Authorization for ordnance supplies .....		500,000,000 00
Civilian military training .....	6,018,000 00	2,640,000 00
Reserve Corps, Quartermaster Suppl's .....	2,135,671 00	2,788,096 00

#### MOTHERS' DAY RECEIVED SPECIAL RECOGNITION MAY 12 THIS YEAR.

Mothers' Day, observed last Sunday, May 12, received especial distinction this year. On the 11th inst. the House adopted a resolution (concurred in by the Senate on the same day) requesting that the President recommend in the observance of the day that the prayers of the people be offered to invoke Divine blessing especially on those mothers having sons serving in the war. In response to the resolution the President issued a message on the 11th calling

for the special remembrance of the mothers of sons in the service, his message, reading as follows:

I take the liberty of calling special attention to the fact that this is Mothers' Day, and I take advantage of the occasion to suggest that during this day our attention be directed particularly to the patriotic sacrifices which are being so freely and generously made by the mothers of our land in unselfishly offering their sons to bear arms, and, if need be, to die in defense of liberty and justice, and that we especially remember these mothers in our prayers, praying God for His Divine blessing upon them and upon their sons whose whole-hearted service is now given to the country which we love.

WOODROW WILSON.

Secretary of War Baker and Secretary of the Navy Daniels both issued messages on the 11th inst. in tribute to the mothers of America, Secretary Baker's message saying:

*To the Mothers of America:*

I bring you a message from your boys in France. They are cheerful and earnest and full of fight—as proud of their country as their country is proud of them.

From you they yet draw inspiration, and to you they send a message filled with determination and with hope. They hope to make this war the last war that America will ever have to fight against a military despotism and they want to fight till that hope has been achieved.

They ask you to be of good cheer, to be with them fondly in your thoughts, and to sustain your hearts in the day of battle as they will sustain theirs.

NEWTON D. BAKER.

Secretary Daniels in his message said:

*To the Mothers of Defenders of Democracy:*

The courage of the mothers in the homes is reflected by the bravery of the men at the front. It is always true that the morale of a nation's soldiers and the ideals for which they fight are born in the spiritual heroism of a nation's mothers. Let the Nation join in international prayer to all mothers of defenders of democracy to cheer and strengthen them, their sons, and the Nation itself to fight to win the fight that must be won.

Our country stands before the world as a nation fighting for the ideals of nations, and the world knows that the mothers of America are sending men of ideals to the front. In that lies our strength. Faith and prayer are the two basic supports of national idealism. International prayer, for all mothers of democracy—there are 13,000,000 of them—cannot but aid every soldier in camp or trench as well as strengthen every mother at home.

JOSEPHUS DANIELS.

The National Association of Mothers of Defenders of Democracy, in announcing on May 11 that it had set aside the 12th inst. as a day of prayer, said:

The result desired is to cheer, console and strengthen the hearts of the mothers who have sons in the camp or trench, and to secure through mothers' letters to sons a higher spiritual soldier morale.

The following is the resolution adopted by the House and agreed to by the Senate:

*Resolved by the House of Representatives (the Senate concurring.)* That with the approach of Mothers' Day the attention of the Nation be directed to the patriotic sacrifice made by the mothers of our land in freely offering their sons to bear arms and, if need be, die in defense of liberty and justice; that in appreciation of this great sacrifice the President of the United States be, and he is hereby, respectfully requested to recommend in the observance of Sunday, May 12 1918, as Mothers' Day, that the people of the United States offer fervent prayers to Almighty God for His Divine blessing on the mothers of our country, especially those having sons serving under our flag throughout the world.

Every soldier of the American Expeditionary Forces in France was requested to write a letter to his home on Mothers' Day. The idea, it is stated, originated with the "Stars and Stripes," the official newspaper of the American forces in Europe, and was approved by headquarters. It was announced on May 9 that General Pershing had issued the following order to all the units of the American Expeditionary Forces:

*To All Commanding Officers, May 8:*

I wish every officer and soldier in the American Expeditionary Forces would write a letter home on Mothers' Day. This is a little thing for each one to do, but these letters will carry back our courage and our affection to the patriotic women whose love and prayers inspire us and cheer us on to victory.

PERSHING.

The mothers, it is stated, may expect the letters to begin arriving early in June.

#### LETTERS OF U. S. SOLDIERS ABROAD FREE OF POSTAGE CHARGES.

In calling attention to the fact that letters written and mailed by soldiers assigned to duty in a foreign country are free from postage requirements Third Assistant Postmaster-General Dockery has issued the following statement:

#### OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL.

Washington, April 25 1918.

Some postmasters are erroneously charging postage due on letters written and mailed by soldiers, sailors, and marines assigned to duty in a foreign country engaged in the present war. Attention is, therefore, invited to Paragraphs 3 and 4, Section 406, Postal Laws and Regulations, as amended by Order No. 362, dated Oct. 3 1917, appearing on page 29 of the October 1917 supplement to the "Postal Guide," from which it will be seen that such letters may be mailed and delivered to the addressees free of all postal charges.

The provisions of amended Paragraph 2, Section 406, Postal Laws and Regulations, relative to the rating of soldiers', sailors', and marines' letters with postage due at the single rate, to be collected on delivery, do not apply to such letters when written and mailed by soldiers, sailors, and marines assigned to duty in a foreign country engaged in the present war, since, as above stated, such letters are free.

A. M. DOCKERY,  
Third Assistant Postmaster-General.

#### WORK OF ECONOMY BOARD OF NATIONAL DEFENSE COUNCIL TRANSFERRED TO DIVISION OF WAR INDUSTRIES BOARD.

The transfer to the War Industries Board of the work of the Commercial Economy Board of the Council of National Defense in carrying out plans for conservation in the clothing, garment, shoe, paint and agricultural implement industries, as well as in various wholesale and retail trades, was announced on May 9. A. W. Shaw, Chairman of the Board, will still serve as Chairman of the new division, which will be known as the Conservation Division of the War Industries Board. The War Industries Board in its announcement said:

The plans for conservation which the Commercial Economy Board has been carrying out during the last year in the clothing, garment, shoe, paint, agricultural implement and other industries and in various wholesale and retail trades will be continued, and similar plans of conservation put into effect in other trades and industries.

#### FIRST WOOD SHIP COMPLETED UNDER NEW SHIPPING BOARD PROGRAM.

Announcement that the first contract wood ship, the North Bend, to be completed under the new program of the U. S. Shipping Board, would begin her initial voyage May 15 was made by the Board on May 10. The Board's announcement said:

The vessel will leave from a Pacific port for a short coastwise trip, returning with a cargo of coal. The voyage will be in the nature of a trial trip and, if successful, the North Bend will be assigned to ply between San Francisco and Honolulu, on her outbound voyage carrying coal and returning with a sugar cargo.

The vessel was built at the yards of the Kruse, Banks Shipbuilding Co., of North Bend, Ore. She is of the Hough type, 3,500 tons.

#### NEW EXPORT RULES TO PREVENT EXPORT OF GOODS NOT NEEDED BY ALLIES.

Additional rules and regulations with respect to the issuance of licenses for articles for export to the Allies were announced by the War Trade Board on May 12. All exports to the United Kingdom, France, Italy and Belgium, excluding their respective colonies, possessions and protectorates, come under the regulations which became effective May 15. Written approval of the Mission in the United States of the country to which exportation is to be made must accompany all applications to the War Trade Board for export licenses. On filing a license the applicant must agree with the War Trade Board not to purchase, nor acquire for export, nor to take any steps in the process of producing, manufacturing or fitting for export the articles specified in the application until a license actually has been granted. All licenses granted on or before May 14 will be revoked July 1, and new licenses must be obtained for any goods not then exported against the old licenses. The Board's announcement concerning the new regulations follows:

The War Trade Board announces, after consultation with the U. S. Food Administration, the U. S. War Industries Board, and the Missions of the respective European Allies, that for the purpose of preventing the useless consumption of materials and labor in making articles for export which for the present may not be exported, and for the purpose of saving tonnage by prohibiting the exportation of articles which have not been recommended by the Government of the country of destination as being necessary for their essential requirements, the War Trade Board has adopted the following additional rules and regulations with respect to the issuance of licenses to export any commodity to the United Kingdom, France, Italy and Belgium (excluding their respective colonies, possessions and protectorates).

On and after May 15 1918, applicants before filing applications for licenses to export any commodity to the above named countries must obtain thereon the written approval of the Mission in the United States of the country to which the exportation is to be made. To secure this approval applicants should forward their applications, duly executed, in triplicate, with proper supplemental sheet attached thereto, including supplemental sheet X-11 or X-12 as may be required, to:

The British War Mission, Munsey Building, Washington, D. C., for shipments to the United Kingdom.

The French High Commission, 1954 Columbia Road, N. W., Washington, D. C., for shipments to France.

The Italian High Commission, 1712 New Hampshire Ave., N. W., Washington, D. C., for shipments to Italy.

The Belgian Commission, Room 202, Council National Defense Building, Washington, D. C., for shipments to Belgium.

One copy of approved applications will be forwarded by the Missions directly to the Bureau of Exports, Washington, D. C.; one copy retained, and the other copy returned to the applicant for his convenience in keeping a record.

Applicants will be required to agree with the War Trade Board not to purchase, nor acquire for export, nor to take any steps in the process of producing, manufacturing, or fitting for export the articles specified in the application until an export license has been duly granted.

Exporters of foodstuffs, fodders, or feeds, and shippers of articles contained on Schedule A, set out below, will also be required to agree that after export licenses have been issued they will not make any purchase, nor acquire for export, nor take any steps in the process of producing, manufacturing, or fitting for export the articles specified in the application unless they first obtain the written approval of the United States Food Administration or of the United States War Industries Board.

Applicants should use Form X, together with any supplemental information sheets required by the rules and regulations of the War Trade Board, and in addition thereto Supplemental Information Sheet X-11.

If, prior to May 15 1918, any of the articles specified on such applications were purchased or acquired for export, or if any steps were taken in the process of producing, manufacturing, or fitting for export such articles, applicants must agree that, after export licenses have been issued, exportation thereunder will not be made until the written approval of the United States War Industries Board has been received with respect to articles special on Schedule A, or of the United States Food Administration with respect to foodstuffs, fodders or feeds. In such case the applicant should use Supplemental Information Sheet X-12 in place of Sheet X-11.

Applicants should not apply to the United States War Industries Board or to the United States Food Administration for approvals until they are actually in receipt of export licenses.

On July 1 1918 all outstanding licenses granted on or before May 14 1918 will be revoked. Any goods not then exported against such licenses may thereafter be shipped only if licenses are secured after being applied for as above set forth.

*Schedule A.*

*Schedule A as of May 13 1918 is as follows:*

Aluminum (metal)	Plates
Asbestos.	Sheet bars
Boilers, high pressure, steam	Slabs
Carbon electrodes	Tin plate
Chemicals, as follows:	Wire rope
Acetates, all	Lumber, all kinds
Acetic anhydride	Machine tools, as follows:
Acetone	Slotters (all sizes)
Arsenic compounds, all	Grinders (internal, plain and universal)
Carbon disulphide	Boring machines (horizontal and vertical)
Chrome compounds, all	Boring mills
Cyanides	Lathes (30-inch swing and larger)
Dyestuffs, all	Milling machines, No. 3 or Universal and larger
Ethyl methyl ketone	Planers (all sizes)
Explosives	Radial drills (4-foot arm and larger)
Formaldehyde	Manganese compounds, all
Glycerin	Manganese ore.
Manganese compounds, all	Mercury
Nitrobenzol	Mica
Potassium salts, all	Nickel (metal)
Pyrites	Optical instruments
Saccharin	Optical glasses
Chromium ore	Sodium, metallic, and any metal or ferro alloy thereof
Copper, metal	Spiegeleisen
Copper wire and cable	Tin (pig or block)
Ferro alloys, all	Tungsten, Tungsten steel and ore
Graphite (crucibles and electrodes)	Wolframite
Iron and steel products, consisting of:	
Billets	
Blooms	
Boiler tubes	
Ingots	
Pig iron	

*H. M. COONLEY AS SECOND VICE-PRESIDENT OF EMERGENCY FLEET CORPORATION.*

The appointment was announced on May 9 by Chairman Hurley of the U. S. Shipping Board of Howard Coonley of Boston, as 2d Vice-President of the Emergency Fleet Corporation, and Naval Instructor J. L. Ackerson, U. S. N., as assistant to Charles M. Schwab, Director-General of Shipbuilding. Mr. Coonley is President of the Walworth Manufacturing Company of Boston, a director of the Second National Bank of Boston, the Link Belt Co., the Coonley Manufacturing Co., the American Mutual Liability Co., B. F. Avery & Sons, Inc., the Advance Rumely Co. and the Rivet Lathe and Grinder Co., and a Vice-President of the Boston Chamber of Commerce and the Associated Industries of Massachusetts. In his new post Mr. Coonley will relieve Charles A. Piez, a Vice-President of the Emergency Fleet Corporation, of much of the routine work, enabling Mr. Prez to devote himself exclusively to problems directly relating to shipbuilding and construction work. Naval Constructor Ackerson was aid to Rear-Admiral Capps, a former General Manager of the Emergency Fleet Corporation. He had since continued as aid to Mr. Piez. Mr. Ackerson holds the rank of Commander.

*FURTHER REQUEST BY NAVY DEPARTMENT THAT NEWS CONCERNING MOVEMENT OF VESSELS BE DISCONTINUED.*

A further request that the publication of news items and advertisements indicating the location or movement of vessels be discontinued, was contained in the following statement issued by the Committee on Public Information on May 9:

The Committee on Public Information is again requested by the Navy Department to urge upon newspapers and upon all ship owners, ship agent and brokers to discontinue the publication of news items and advertisements which in any degree indicate the location or movement of vessels. Naval authorities have clearly demonstrated to the committee that the publication of even the most fragmentary or trivial items of this nature may reveal clews upon which the enemy can build up information of extreme detriment to our prosecution of the war.

This notice is not issued because of any new circumstances endangering ocean shipping—none has arisen—but because it is felt that the voluntary censorship has not yet achieved the fullest possible measure of essential secrecy in the protection of merchant shipping.

The Committee on Public Information, therefore, urges once more that all references to the names of ships, dates of sailing and arrival and all information of routes, schedules, cargoes, location and movement of ships be deleted from all news and advertising copy in newspapers, magazines, folders, circulars, charts, &c. This request applies to all American, Allied

and neutral shipping in the Atlantic, Pacific, South American and coast-wise trades.

The Committee on Public Information depends confidently upon the press and upon ship owners and agents, realizing the seriousness of the situation, to co-operate to the fullest extent with the naval authorities in the protection of the tonnage available for supplying our troops abroad and the troops and populations of the countries associated with us in the war.

*NATIONAL WAR LABOR BOARD INTERVENES IN CONTROVERSY AT BETHLEHEM STEEL PLANT.*

In making known on May 11 that the National War Labor Board had intervened, at the instance of the Department of Labor, in the dispute between workers at the Bethlehem Steel plant and the company, the Board gave out the following statement:

At the request of the Department of Labor, the National War Labor Board has assumed jurisdiction in the case of the Bethlehem Steel Co., at whose plant at Bethlehem, Pa., exists a dispute between a group of workers and the employing company, which the Federal conciliators assigned to the task have found impossible to compose.

The Board has decided to take up the case at once and to call witnesses for a hearing to begin on Tuesday next, May 14. This action was taken after consideration of the following letter from the Department of Labor.

May 11 1918.

To the Hon. William Howard Taft and  
the Hon. Frank P. Walsh,

Chairmen War Labor Board, Washington, D. C.:

Dear Sirs.—The Department of Labor respectfully represents:

That on or about the 15th of April 1918 complaints were received from employees of the Bethlehem Steel Company, at Bethlehem, Penn., that disputes had arisen between said employees and said company involving conditions of employment in said plant; that Conciliators Fred L. Feick and E. P. Marsh were directed to go to Bethlehem and investigate conditions with a view of bringing about an amicable settlement between the contestants; that they were joined by representatives of the Department of Labor and Industry of Pennsylvania, and after full and patient hearing of both sides to the controversy our conciliators reported to this Department that an amicable adjustment had been reached and that the machinists who had ceased work had returned.

That on or about April 23 additional complaints reached this Department from the electrical workers of said company and Conciliators E. P. Marsh and J. L. Spangler were directed to go to Bethlehem, and in conjunction with Senator Walter McNichol of the Department of Labor and Industry of Pennsylvania, again take up the matter with the employees and the company for a final adjustment; that after a careful and exhaustive examination on the part of the conciliators they found that the machinists had quit work and the electrical workers, while remaining at work, were dissatisfied and threatened to quit their places; the Department is satisfied that every effort at conciliation made by its representatives on the ground, but that they failed to bring the parties together on any terms whatever; after notifying the employees that no adjustment could be brought about the employees requested this Department to request that the War Labor Board should assume jurisdiction and fully investigate the merits of the controversy with a view of a permanent adjustment and settlement.

This Department has exhausted its efforts through its conciliators to reach a satisfactory result and, therefore, respectfully requests that the War Labor Board by virtue of its authority under the proclamation of the President investigate the merits of the controversy and bring about peaceful and harmonious relations between employers and employees.

Respectfully submitted,

H. L. KERWIN,

Assistant to the Secretary of Labor.

J. L. SPANGLER,

E. P. MARSH,

Commissioners of Conciliation.

*FELIX FRANKFURTER MADE CHAIRMAN OF POLICIES BOARD OF WAR LABOR ADMINISTRATION.*

Announcement was made on May 11 of the appointment by Secretary of Labor Wilson of Felix Frankfurter of Cambridge, Mass., as Assistant to the Secretary of Labor in charge of linking up the activities of the Department of Labor with the industrial service sections of the War and Navy Departments, the Shipping Board and War Industries Board. The Department of Labor in announcing the appointment said:

By Executive order of the President on Jan. 4 1918, Secretary Wilson was made War Labor Administrator in addition to his duties as Secretary of the Department of Labor. Secretary Wilson immediately called together an advisory labor council, headed by former Gov. John Lind, of Minnesota, and the Council, which included representatives of both labor and management, made a unanimous report, in which it recommended the establishment of several bureaus under the Labor Administrator to deal with the subjects of employment, housing, wage adjustments, conditions of work, women in industry, &c. Three of these bureaus have already been established, and the appointment of Mr. Frankfurter presages the filling of the other recommended positions in the Labor Administration as soon as Congress makes the necessary appropriations.

A policies board will be created to assist Mr. Frankfurter in the work of co-ordinating the activities of the Department of Labor with the production sections of the War Department, the Navy Department, and the Shipping Board. This Board, of which Mr. Frankfurter will be Chairman, will represent the Department of Labor, the National War Labor Board, the War Department, the Navy Department, the Department of Agriculture, the Shipping Board, the Railroad Administration, and the War Industries Board.

Mr. Frankfurter has been assistant to the Secretary of War since the outbreak of the war. Recently he returned from a mission abroad, during which he familiarized himself with the labor situation both in England and France and the machinery which has been established by the Governments of those countries to deal with the problems. Previously he was secretary and counsel to the President's Mediation Commission, which made exhaustive studies of labor conditions in the mountain regions and on the Pacific coast, and which dealt with the serious conditions prevailing last fall in the copper, oil, and lumber industries and in the packing-house industry in Chicago and the Middle West.

The Committee on Public Information issued the following statement:

Mr. Felix Frankfurter, whose appointment as Assistant to the Secretary of Labor under the Executive order creating the War Labor Administration carrying with it the chairmanship of the new Policies Board of the War Labor Administration, was announced by the Department of Labor Saturday, has issued the following statement:

"Production is vital to the winning of the present battle and for the winning of the war—uninterrupted maximum production. Production means supplies for the fighting forces, and production is wholly dependent on labor. There must be an adequate labor supply wisely distributed to meet the needs of war industries. There must be sound and just conditions under which labor is employed.

"To secure the maximum uninterrupted production requires effective administration of industrial relations. The various labor agencies of the Government must, therefore, be focused to a single direction. Unification of effort and uniformity of conditions must be secured. The grave abuses of labor turnover, resulting in inefficiency and discontinuity of employment, must be stopped at once and this can only be done by creating stabilizing conditions.

"Responsibility for securing these results has been heretofore vested by the President in Secretary Wilson as Labor Administrator. Secretary Wilson has asked me to assist him in carrying out this task. The assurance of heartiest co-operation has been given by the three great production departments of the Government, the War Department, the Navy Department, and the Fleet Corporation. Steps will at once be taken by the Government as employer, through whatever department it may be operating, toward uniformity of treatment so as to secure stability of conditions and, therefore, the needed production. I shall have the benefit of the experience and support of the able industrial services of the different departments of the Government, as well as the help that will come through familiarity recently gained abroad with the way England and France deal with similar problems. All are agreed on the end to be attained—maximum production under the fairest conditions, which alone will assure the quickest winning of the war."

#### PROMINENCE OF CITIZENS OF GERMAN NAMES IN THE COUNTRY'S WAR ACTIVITIES.

From the "Evening Post" of New York, May 15 1918.]

Baruch, Rosenwald, Stettinius, Goethals, Warburg, Frankfurter, Deeds, Schwab—no, dear reader, this is not a roll-call of the Kaiser's Privy Council. It is merely a list of some of the men with German blood in their veins who have been entrusted with great powers under the American Government in this crisis in the nation's history. Each one is given tremendous responsibility. Most of them were born in this country; one of them has relatives in the enemy's service. The parents of most of them were born in Germany, so that it is, in a way, proper to speak of them as German-Americans. But as Americans none are more loyal, none more useful. In Schwab's hands we have placed the vital shipping question, the crux of the whole war situation. Rosenwald and Stettinius are doing most of the purchasing for the Government, while upon Goethals's shoulders rests the responsibility of the vital Quartermaster Corps. To Mr. Frankfurter has just been given the vast responsibility of controlling and regulating those who are laboring for the Government in factories, yards, and plants. Surely, this roll of honor ought to give those pause who see nothing but disloyalty among German-Americans and are allowing themselves to be swept by prejudice into opposing German-written newspapers, however loyal and however useful they may be, the German language, and everything that smacks remotely of Germany.

#### PRESIDENT PROCLAIMS MEMORIAL DAY, MAY 30 AS DAY OF FASTING AND PRAYER.

Memorial Day, May 30, has this year been proclaimed by President Wilson as "a day of public humiliation, prayer and fasting" when the people of the nation are asked to assemble in their several places of worship to pray for victory "to our armies as they fight for freedom \* \* \* bringing us at last the peace in which men's hearts can be at rest because it is founded upon mercy, justice and good will." The proclamation follows:

##### BY THE PRESIDENT OF THE UNITED STATES. A PROCLAMATION.

Whereas, The Congress of the United States, on the second day of April last, passed the following resolution:

*Resolved*, By the Senate (the House of Representatives concurring), That it being a duty peculiarly incumbent in a time of war humbly and devoutly to acknowledge our dependence on Almighty God and to implore His aid and protection, the President of the United States be, and he is hereby, respectfully requested to recommend a day of public humiliation, prayer and fasting, to be observed by the people of the United States with religious solemnity and the offering of fervent supplications to Almighty God for the safety and welfare of our cause, His blessings on our arms, and a speedy restoration of an honorable and lasting peace to the nations of the earth; and

Whereas, It has always been the reverent habit of the people of the United States to turn in humble appeal to Almighty God for His guidance in the affairs of their common life;

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby proclaim Thursday, the thirtieth of May, a day already freighted with sacred and stimulating memories, a day of public humiliation, prayer, and fasting, and do exhort my fellow-citizens of all faiths and creeds to assemble on that day in their several places of worship and there, as well as in their homes, to pray Almighty God that He may forgive our sins and shortcomings as a people and purify our hearts to see and love the truth, to accept and defend all things that are just and right,

and to purpose only those righteous acts and judgments which are in conformity with His will; beseeching Him that He will give victory to our armies as they fight for freedom, wisdom to those who take counsel on our behalf in these days of dark struggle and perplexity, and steadfastness to our people to make sacrifice to the utmost in support of what is just and true, bringing us at last the peace in which men's hearts can be at rest because it is founded upon mercy, justice, and good-will.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed. Done in the District of Columbia this eleventh day of May, in the year of our Lord nineteen hundred and eighteen, and of the independence of the United States the one hundred and forty-second.

WOODROW WILSON.

By the President.  
ROBERT LANSING,  
*Secretary of State.*

On the 16th inst. President Wilson asked that Memorial Day be observed as usual and announced that in proclaiming May 30 a day of prayer he did not intend to suggest a modification of the usual memorial exercises. The statement was issued in response to inquiries as to whether the usual exercises should be changed. A request that the President suggest to the Allied Governments that the designate May 30 as a day for fasting and prayer for successful termination of the war and an honorable lasting peace was made in a resolution introduced in the House on the 16th by Representative Campbell, of Kansas.

#### W. J. LAUCK SECRETARY TO NATIONAL WAR LABOR BOARD.

W. Jett Lauck has been appointed Secretary to the National War Labor Board. Simultaneous with his appointment (made known May 9), Mr. Lauck announced his resignation as Assistant Chief of the Industrial Service Section of the Signal Corps. He was previously statistician to the Wage Adjustment Board of the Emergency Fleet Corporation. Since the United States entered the war Mr. Lauck has prepared for the Railway Wage Board two studies of economic conditions in war time, entitled "Wages and the War," and "The Cost of Living and the War," and has also prepared a history of British industrial experience during the war. This latter was published as a Senate document. In recent years Mr. Lauck has been attached to the Immigration Commission as executive in charge of industrial investigations and to the Tariff Committee appointed by President Taft as chief examiner, in which capacity he made studies of production costs here and abroad. He was also consulting statistician for the United States Commission on Industrial Relations, and has been associated with the railroad brotherhoods as expert on railway economics.

#### PRESIDENT WILSON'S PROCLAMATION DESIGNATING NEXT WEEK AS RED CROSS WEEK.

The second drive for the \$100,000,000 War Relief Fund of the American Red Cross will open on Monday next, May 20, and continue throughout the week. The campaign will be brought under way to-day with a notable parade in this city and a meeting to-night at the Metropolitan Opera House, at which President Wilson will officially open the drive. Cleveland H. Dodge, Chairman of the National Red Cross War Fund Committee, will preside at the meeting. H. P. Davison, Chairman of the War Council of the American Red Cross, will also address the meeting. Mr. Davison, after a trip of several months in Europe, arrived home on the 16th. During his trip abroad he visited the American, French, and Italian fronts, and had personal talks with General Pershing and other officers and privates of the United States Army; with the King of England, the King of Italy, the President of France, Prime Minister Clemenceau of France, as well as generals, statesmen, and civilians. A proclamation issued by President Wilson on May 4 proclaiming the week "Red Cross Week" and calling upon the people to again "give generously to the continuation of the important work of relieving distress, restoring the waste of war, and assisting in maintaining the morale of our own troops and the troops and peoples of our allies," was made public on the 7th. The following is the text of the proclamation:

##### PROCLAMATION.

Inasmuch as the War Fund of 1917, so generously contributed by the American people to the American Red Cross for the administration of relief at home and abroad, has been practically exhausted by appropriations for the welfare of the men in our military and naval forces and for those dependent upon them, and for the yet more urgent necessities of our allies, military and civilian, who have long borne the brunt of war;

And, inasmuch as the American Red Cross has been recognized by law and international conventions as the public instrumentality for war relief;

And, inasmuch as the year of our own participation in the war has brought unprecedented demands upon the patriotism and liberality of our people, and made evident the necessity of concentrating the work of relief

in one main organization which can respond effectively and universally to the needs of humanity under stress of war;

And, inasmuch as the duration of the war and the closer and closer cooperation of the American Red Cross with our own army and navy, with the Governments of our allies and with foreign relief organizations have resulted in the discovery of new opportunities of helpfulness under conditions which translate opportunity into duty:

And, inasmuch as the American Red Cross War Council and its Commissioners in Europe have faithfully and economically administered the people's trust;

Now, therefore, by virtue of my authority as President of the United States and President of the American Red Cross, I, Woodrow Wilson, do hereby proclaim the week beginning May 20 1918, as "Red Cross Week," during which the people of the United States will be called upon again to give generously to the continuation of the important work of relieving distress, restoring the waste of war, and assisting in maintaining the morale of our own troops and the troops and peoples of our allies by this manifestation of effort and sacrifice on the part of those who, though not privileged to bear arms, are of one spirit, purpose, and determination with our warriors.

In witness thereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this 4th day of May, in the year of our Lord, one thousand nine hundred and eighteen, and of the independence of the United States of America the one hundred and forty-second.

WOODROW WILSON.

By the President:

ROBERT LANSING, Secretary of State.

In the first drive, conducted during the week of June 18 last year, approximately \$100,000,000 was pledged to the American Red Cross by the American people.

Supplementing President Wilson's proclamation, Mayor Hylan of New York likewise issued a proclamation on the 13th inst., urging that "our contributions be a magnificent manifestation of effort and sacrifice on our part," and directing that during the week the flag of the American Red Cross be displayed upon public buildings; the citizens are also called upon by Mayor Hylan to appropriately decorate their buildings and to display both the flag of the country and the colors of the Red Cross. The Mayor's proclamation reads as follows:

#### CITY OF NEW YORK.

Office of the Mayor.

##### *Proclamation.*

The President of the United States has by proclamation designated the week beginning May 20 1918 as "Red Cross Week," during which the people of the United States will be called upon to give generously to the continuation of the important work of relieving distress, restoring the waste of war and assisting in maintaining the morale of our own troops and the troops and peoples of our Allies.

The war fund of 1917, so generously contributed by the American people to the American Red Cross for the administration of relief at home and abroad, has been practically exhausted by appropriations for the welfare of the men in our military and naval forces, for those dependent upon them and for the yet more urgent necessities of our Allies.

With the full co-operation of all our citizens, New York will continue to set an example to the American people in generous contribution to the American Red Cross, which is the recognized public instrumentality for war relief.

Let our contributions be a magnificent manifestation of effort and sacrifice on our part, who, though not privileged to bear arms, are of one spirit, purpose and determination with our warriors.

I hereby direct that during the week of May 20 to 27 the flag of the American Red Cross shall be displayed upon public buildings in the city, and I call upon all inhabitants of the city appropriately to decorate their buildings and to display therefrom, beside the flag of the United States, the colors of the Red Cross.

In witness whereof I have hereunto set my hand and caused my seal to be affixed.

Done in the City of New York, this 13th day of May in the year of our Lord 1918.

JOHN F. HYLAN, Mayor.

New York City is called upon to raise \$25,000,000 of the \$100,000,000 goal. In outlining the work of his department in the drive, Col. William Boyce Thompson, who is in charge of the Committee on Corporations Campaign, had the following to say at a "get-together" dinner of the team Captains and Division Chairmen at the Hotel Biltmore on May 9:

I feel that there are only two points needed to be touched upon with corporations to insure their subscribing.

The first question is whether a corporation has the legal right to use its funds for such a purpose or whether in so doing the directors undertake a personal liability. On this point I recently heard two eminent lawyers express opinions.

One of these, discussing this matter yesterday, gave it as his opinion that a corporation has the inherent right to use its corporate funds for the maintenance and protection of its affairs, and that the winning of this war is certainly essential for such protection.

The Red Cross is recognized by the Government as one of its chief non-military instruments necessary for the conduct of the war. As President Wilson stated in his proclamation, "it is recognized by law and international conventions as a public instrumentality for war relief."

The laws which have recently been enacted in the States of New York and New Jersey are an endorsement and encouragement to the directors to do something which in itself is permissible for the good of the corporation. If there should be isolated cases of a director being doubtful, we can quote the remark of Judge Morgan J. O'Brien, who said: "There would be just as much chance of a stockholder of a corporation getting a judgment against a director for voting a Red Cross contribution as there would be of convicting an American soldier of murder because he had shot a German spy."

The second point which must be explained to the corporations is that it is for their economic good to support such work as the Red Cross is doing for our soldiers abroad. It is to the interest of the corporation that the

men who have left its employ to enlist should be given every possible care and advantage while in the service, in order that after the war they may return as well, if not better, equipped for work. It is really an investment in the future efficiency of a corporation that the employees who are in time to return to work for it should be physically, mentally and morally developed during the time they are fighting the battles of their employers.

I know that if the Committee on Corporation Campaign succeeds in impressing upon the corporations of New York first the legal and moral right of the corporation to contribute directly to the Red Cross, and second the direct benefit the corporation itself derives from such support, our task of raising a large amount of money should be comparatively easy.

William C. Breed, Chairman of the Committee of One Hundred, also had the following to say at the dinner:

We want people to understand that the payment for their subscriptions may extend over a period of four months, beginning July 1, Aug. 1, Sept. 1 and Oct. 1. In order to carry the idea to the people of the democratic and broad campaign which we have planned, we have organized along six different lines of solicitation. Those six different lines are the teams campaign, with which you are familiar; the corporation campaign, the house-to-house campaign, the industrial campaign, the profit-sharing days and entertainments and benefits.

Ex-Supreme Court Justice Charles E. Hughes has written an opinion indorsing the constitutionality of the law permitting direct contributions from corporations to the Red Cross funds, in which he says:

The question is not one of permitting the use of corporate moneys for what are or may be called "worthy objects" outside the corporate enterprise, but for the maintenance of the very foundation of the corporate enterprise itself. The Government has not undertaken, through its borrowing and taxing powers, to support all the activities that are essential to the conduct of the war. It is the established policy of the Government that some of these important activities, such as those of the Red Cross, should be supported in part or altogether independently of Governmental appropriation. But this policy is designed to enlist and courage the active co-operation of the public and does not in any way alter the fact that these agencies are essential to the successful prosecution of the war. It would be, in my judgment, a very narrow and wholly unwarrantable view of the present situation to say that the support of the activities of the Red Cross, absolutely necessary as they are to the protection of our forces and the maintenance of their morale, is not a matter of direct and vital importance to corporate undertakings, and that an Act of the Legislature recognizing the plain relation of our military efficiency to the success of business enterprise, and authorizing support by corporations of the agencies having the character described, is beyond the legislative power.

The first large individual subscription—\$100,000 from Charles Hayden—was announced by Mr. Breed on May 13. One of the features of the campaign in this city will be a huge red cross which has been designed to mark the progress of the drive. Starting from Houston Street on Monday next, it will be moved one block for each million dollars subscribed, its arrival at 100th Street signifying the accomplishment of the efforts to secure the \$100,000,000 sought. The needs of the American Red Cross will be brought before the people of the country by a contingent of 7,500 speakers, led by General Pershing's "veterans" and 200 wounded French, British, Canadian and Australian officers and privates. Participants in fighting at Ypres, Vimy Ridge, Sanctuary Wood, Gallipoli, Saloniki, Verdun, the Marne and the Somme will undertake to make clear to Americans what the hospitals, the nursing, the ambulances, the surgical, supplies and canteens and other service agencies maintained by the American Red Cross mean in saving life, reducing suffering and maintaining the morale of the armies. Former President Taft will head the civilian speakers, who will include Charles E. Hughes, Alton B. Parker, Charles W. Fairbanks, Leslie M. Shaw, George Wickersham, Senators Kenyon, Watson, Norris and Cummins, Commissioner of Education Claxton, Hugh Gibson, William Allen White, Booth Tarkington, Meredith Nicholson, Hughes Leroux, formerly Editor of "Le Matin" of Paris; Frederick Ward, Otis Skinner and William Hodge.

A report of the work of the American Red Cross, made public on May 11, shows that the total war fund receipts, including interest to April 15 last, was \$110,134,360 47, of which \$17,401,069 04 was refunded to chapters, leaving an available appropriation fund of \$92,733,291 43, of which \$82,217,943 82 had been appropriated during the first year and nine days of American participation in the war. The appropriations were as follows:

France	\$30,936,103	Great Britain	\$3,200,231
Italy	4,588,826	Belgium	2,086,131
Russia	1,206,907	Other foreign relief work	4,476,300
Serbia	894,581	United States	9,723,123
Rumania	2,676,369		

A Red Cross dividend, amounting to \$1,177,084, has been declared by E. I. du Pont de Nemours & Co. on its common stock to aid the Red Cross drive. The dividend, the declaration of which was announced May 12, is for 2%, the largest amount, it is stated, yet set aside by any corporation to help America win the war against Germany. The Du Pont company was among the first last year to adopt the corporation dividend method for Red Cross purposes. At that time dividends of only 1% were declared.

**TOUR OF CONTINENT BY H. P. DAVISON OF AMERICAN RED CROSS.**

Henry P. Davison, Chairman of the War Council of the American Red Cross, who arrived in the United States, as noted above, on the 16th, had been in Europe about three months, making an inspection of the work of the organization on the Continent. On April 4 he was received at Rome by King Victor Emanuel, who personally thanked him for the "manner in which the American Red Cross has shown to Italy the support and sympathy of the American people." He was also accorded a reception by the Italian Commander in Chief, Gen. Diaz, Premier Orlando, and other Italian dignitaries. On April 10 Mr. Davison and his party, which included Robert P. Perkins and Ivy Lee, were given a notable welcome at Venice, and they also received a cordial reception at Bologna and Florence. Mr. Davison likewise toured the battlefronts of France. At London on May 6 when asked as to the impressions he had gained from his tour of the Continent, Mr. Davison was quoted as saying to an Associated Press representative:

Any attempt to describe the situation in Europe since March 21 is almost futile, if not impossible. Only those who have been in France since the beginning of the present offensive and have seen conditions there for themselves can have any appreciation of the situation there.

In answer to the correspondent's query as to what had most impressed him during the trip, Mr. Davison replied that he had been most impressed by the apparent result of the Brest-Litovsk treaty, which, together with the treaty with Rumania, has eliminated from the minds of the Allied peoples in Europe any question of a peace by negotiation. He added:

There is no longer any talk about Alsace-Lorraine or Belgium or of indemnity. There is just one cry, and that is "This world will not be safe until the military power of Germany is crushed." The same conviction is held in Switzerland, Holland and other small neutral countries, for it is now demonstrated as never before that a treaty with Germany is indeed a scrap of paper and there is no security of life and property so long as she possesses military power.

The day for considering terms of peace will come only when Germany is beaten. You may rely upon it that no American man or woman familiar with the conditions in Europe will withhold their young men or their treasure, as they are conscious that sacrifice without limit in this time is the only way in which the world may be assured of its freedom.

They know, as you do, that the next two or three months will be the critical months of the war, and they are not to be misled by any lull in the offensive or satisfied with any temporary successes.

With regard to allegations in the German newspapers that he had ordered the American Red Cross not to aid any German wounded, Mr. Davison, in a copyright cable to the New York "Times" on May 6 was credited with saying:

I never expected any appreciation from the Germans, but I did think they might still have some slight regard for the truth. As a matter of fact, we already have some German wounded under treatment in American hospitals in France.

**INCOME AND EXCESS PROFITS TAXES AND CONTRIBUTIONS TO RED CROSS.**

Collector Edwards of the Internal Revenue Bureau this week announced the receipt of advices regarding contributions made by partnerships to American Red Cross, &c. from Commissioner of Internal Revenue Daniel C. Roper. A telegram received by him from Mr. Roper said:

Contributions made to a charitable organization, such as the American Red Cross, &c., by a partnership, are not deductible from income of the partnership for the purpose of computing the amount of their excess profits tax; the only contribution permissible as a deduction by the partnership, are those that are connected with the trade or business of the partnership, and which, therefore, constitute an expense of the business.

On the individual income tax returns made by the members of the partnership, for the purpose of ascertaining the amount of income subject to income tax, the proportionate part of the charitable contributions made by the partnership, may be included with the individual partner's personal contributions and the entire amount deducted, provided the total of the personal and proportionate part of partnership contributions does not exceed 15% of taxpayer's net income.

**PRESIDENT WILSON OBJECTS TO AIRCRAFT INVESTIGATION BY SENATE COMMITTEE.**

The aircraft situation became more than ever the centre of public attention this week by reason of two important moves by President Wilson. In a letter to Senator Martin the President protested against the passage of the Chamberlain resolution, providing for a sweeping investigation by the Senate Committee on Military Affairs, and declared that he would regard the passage of such a resolution as a direct vote of want of confidence in the Administration. At the same time the President made known that he had asked Charles Evans Hughes, former Supreme Court Justice, and Mr. Wilson's Republican opponent at the last Presidential election, to act with the Attorney-General in conducting a judicial inquiry into the charges of graft and criminal delay in aircraft production. By the former move the President, it is believed, has successfully headed off a

prolonged and indefinite investigation of the whole conduct of the war; and by putting in charge of the investigation to be conducted by the Department of Justice a man who is not only a prominent political opponent, but one who has a national reputation as a fearless and successful investigator, the President has removed all ground of criticism that might have attached to an investigation conducted by a member of his own Cabinet.

The Chamberlain resolution, as introduced on May 9, was so worded as to authorize an unlimited and indefinite investigation by the Senate Military Committee into any and everything connected with the conduct of the war. By its terms the committee was authorized to inquire into the progress of aircraft production "or into any other matters relating to the conduct of the war by or through the War Department." At the same time the committee was given power to hold sessions during Congressional recesses; to summon witnesses and pay all necessary traveling expenses; to demand the production of books, &c., and to employ such agents or assistants as might be necessary. No limit was set either to the time within which to make a final report, or to the amount that might be expended. In effect, under the resolution, the Military Committee was erected into a permanent committee of inquiry into the conduct of the war.

To this resolution the President at once took exception. In a letter, dated May 14, to Senator Martin of Virginia, Democratic leader in the Senate, he declared that an investigation of the kind proposed by the resolution "would constitute nothing less than an attempt to take over the conduct of the war," and that its passage would be regarded by him as "a direct vote of want of confidence in the Administration." The President's letter to Senator Martin was as follows:

THE WHITE HOUSE.

May 14 1918.

*My Dear Senator:*

I am sincerely obliged to you for calling my attention to Senate Resolution 241, which in effect proposes to constitute the Military Affairs Committee of the Senate a committee on the conduct of the war.

I deem it my duty to say that I should regard the passage of this resolution as a direct vote of want of confidence in the Administration. The purpose which it undoubtedly expresses has been expressed again and again in various forms during the present session and has always seemed to originate in a rooted distrust of those who are at present in charge of the executive functions of the Government. Those executive functions are very clearly understood. They have been defined both by the Constitution and by long experience, and no one can doubt where the responsibility for them lies or what the methods are by which those who are responsible can be held to their duty.

Such activities on the part of a particular committee of the Senate as this resolution would look forward to would constitute nothing less than an attempt to take over the conduct of the war, or at the least so superintend and direct and participate in the executive conduct of it as to interfere in the most serious way with the action of the constituted Executive.

I protest most earnestly against the adoption of any such action and shall hope that every Senator who intends to support the present Administration in the conduct of the war will vote against it. These are serious times, and it is absolutely necessary that the lines should be clearly drawn between friends and opponents.

Cordially and sincerely yours,

WOODROW WILSON.

*Hon. THOMAS MARTIN, United States Senate.*

The President's objection to the unlimited scope of the Chamberlain resolution had been known for some days, and the resolution, consequently, had been held up in the Committee on Audit and Control, to which it had been referred because of its authorization of expenditures from the contingent fund. The President's letter to Senator Martin, however, objecting to the passage of the resolution in any form, created an altogether new situation. While Senators Thompson of Kansas, and Jones of New Mexico, Democratic members of the Audit Committee, had been willing, before the President's letter reached the Senate, to vote to report the resolution, with modifications so as to eliminate a broad investigation into the conduct of the war, they at once shifted, putting themselves on record as against reporting it. They were overruled, however, by Senators Smoot and France, Republicans, and McKellar, Democrat, together constituting a majority of the committee, who agreed to report the resolution so modified as to meet the specific objections of the President. The phrase "or unto any other matters relating to the conduct of the war by or through the War Department" was eliminated and a proviso added that, besides going into aircraft, the investigation should embrace ordnance production and the Quartermaster-General's Department. A further proviso was added, to the effect that "nothing in this resolution shall be held to authorize the Military Affairs Committee to take over or in any manner direct or superintend the executive branch of the Government in the conduct of the war," and a limit of \$10,000 was set on the expenditures authorized. With these modifications

tions the committee, by a vote of 3 to 2, voted to report the amended resolution reading as follows:

*Resolved.*, That the Committee on Military Affairs, or any sub-committee thereof, be and is hereby authorized and directed to inquire into and report to the Senate the progress of aircraft and ordnance production in the United States, or into the status of the Quartermaster-General's supplies or expenditures in any of those branches of the War Department; that said committee, or any sub-committee thereof, may sit during the sessions or during any recess of the Senate; to require by subpoena or otherwise the attendance of witnesses and the production of books, documents and papers; to take the testimony of witnesses under oath, either orally or by deposition; to obtain documents, papers and other information from the several departments of the Government or any bureaus thereof; to employ stenographic help, at a cost not to exceed \$1 per printed page, to report such testimony as may be necessary; to employ such agents or assistants as may be necessary; and that all expenses, including traveling expenses, contracted hereunder, shall be paid from the contingent fund of the Senate, not exceeding the sum of \$10,000; provided that nothing in this resolution shall be held to authorize the Military Affairs Committee to take over or in any manner direct or superintend the executive branch of the Government in the conduct of the war.

Senators Thompson and Jones later announced that they would submit a minority report and carry the fight against the resolution to the floor of the Senate. In a conference with Senator Thompson on Thursday the President let it be known that he was not only opposed to the resolution, even in its amended form, but that he would expect every supporter of the Administration to vote against it. This was said to mean a fight, as many Senators are firmly convinced that there is a wide public demand for a full investigation, in addition to the judicial inquiry as proposed by the Department of Justice, into the possible criminal features of the charges. Senator Chamberlain was quoted in press dispatches on Thursday as saying:

I have made no poll and have asked no Senator to vote for the resolution. I know there is a distinct sentiment for a thorough investigation of the aircraft program and other features of war activity. If Senators vote according to their inclination, the resolution will be adopted. No Senator wants to set up a snooping committee to harass the President, but most of the Senators believe in exposing inefficiency and mistakes, so as to improve the war machine.

Senator Chamberlain also gave out the following statement explaining his reasons for offering the resolution of inquiry:

It was not the purpose of the Military Affairs Committee or any member of it, when Senate Resolution 241 was prepared and introduced, to interfere in the least with the constitutional powers and prerogatives of the President in the conduct and management of the war. Charges and countercharges have been made from time to time in reference to the loyalty, the efficiency, and the methods of some of those who have had immediate charge of aircraft production. Notwithstanding the fact that a report on this subject has been presented to the Senate by the Military Affairs Committee, these charges will not down. As a matter of fact, they have increased in frequency since that report was filed, and by the fact that other reports along the same lines have been made upon this same subject.

To avoid seeming injustice, I want to say that no charges have been made reflecting either upon General Squier or Admiral Taylor of the Aircraft Production Board, but some of those responsible for aircraft production for the army, have been charged with gross extravagance, and there is little if anything to show, so far as production is concerned, for the immense sums of money that have been spent in the production of aircraft.

Charges and countercharges have been made with reference to the manufacture of ordnance. Delays have been suggested which might have been cured, and it has been charged, too, that there has been extravagance in this department and that the production of ordnance might be speeded up by an inquiry which would let the people know the status thereof.

In some other branches of the service the conditions are the same; and yet it is but fair to say that conditions seem to be improving in these several branches of the service, and it is hoped that the time will soon come when quantity production will become an accomplished fact and the needs of the army for the successful prosecution of the war met.

The purpose of the resolution in question was to broaden the power of the committee to ascertain the facts with reference to these subjects which I have mentioned, including, of course, the Quartermaster's Department and the question of the cross-license agreement entered into with reference to the production of aircraft, and it was not the purpose of any member of the committee to interfere with the Administration in the conduct of the war in any way whatever, but to ascertain how the appropriations were being expended and what the progress of manufacture and delivery was along the line indicated.

The President has no more ardent supporters in the United States than the Senators comprising the Military Affairs Committee of the Senate; in all they have done, their single purpose has been to aid, and not to hinder, and I think the country pretty generally understands that the results of their efforts have been to aid rather than to hinder.

During the Civil War the joint committee of the Senate and House was an entirely different committee from the Military Affairs Committee of the Senate, and its purpose was broader and its work extended over a very much broader field. That committee inquired into victories and defeats of the army, the character, and quality of the personnel thereof, and a multitude of subjects which this committee has never had any idea of inquiring into; nor does the resolution propose any such inquiry, nor that the committee shall in any way interfere with the military control of the army. The Military Affairs Committee has no such purpose as this view, and some, at least, of the members of the committee thought it was but accepting the invitation of the President in his letter to Senator Thomas some day ago when he proposed a further investigation into the subjects under consideration. In that letter it will be remembered the President said:

You were kind enough to consult me the other day about the wholesale charges in regard to the production of aircraft which have been lodged by Mr. Gutzon Borglum. I take the liberty of writing you this letter in order to say more formally what I said to you then informally, namely, that every instrumentality at the disposal of the Department of Justice will be used to investigate and pursue charges of dishonesty, or malversation of any kind. If the allegations made by Mr. Borglum are considered worthy of serious consideration, and I sincerely hope that the matter will be treated as one for searching official investigation by the constituted authorities of the Government.

The Military Affairs Committee is a co-ordinate branch of the Government, a part of the constituted authority thereof, and is one of the facilities that propose to carry out the request of the President as contained in that letter, for an investigation, to the utmost of its ability and in perfectly good faith.

I regret exceedingly that the President feels that a vote for this resolution or for the resolution in a modified form as it may be modified by the committee and by the Senate would be looked upon by him as an act of disloyalty to him.

Senator Thomas of Colorado, a member of the Military Committee, on Thursday made public a letter he had received from Secretary of War Baker, indicating that the Secretary was not averse to any investigation the Military Committee might want to undertake, and offering the aid of the Department. The Secretary's letter read as follows:

#### WAR DEPARTMENT.

Washington, May 11 1918.

*My Dear Senator:*—I have received your letter of May 10, enclosing a copy of Senate Resolution 241, introduced by Senator Chamberlain, providing for the investigation by the Military Affairs Committee of the Senate of the progress of aircraft production and into any other matters relating to the conduct of the war by or through the War Department. I do not know how far additional powers are needed by the Military Affairs Committee of the Senate, and clearly the War Department could have no wish adverse to the most complete inquiry by the Senate Military Affairs Committee. I point out, however, that every facility which the War Department has is freely at the disposal of the Senate Military Affairs Committee, whether any additional authority is conferred by resolution or not.

Respectfully yours,

NEWTON D. BAKER, Secretary of War.

Hon. William H. Thompson, United States Senate.

The request of Major-General George C. Squier, Chief of the Signal Corps, and Colonels E. A. Deeds and R.L. Montgomery, his assistants, for a military court of inquiry to investigate their conduct in the carrying out of the aircraft program, was denied by Secretary Baker on the ground that as the Department of Justice and the Senate Military Affairs Committee were to investigate, a third investigation would only tend to hamper the work of getting at the facts. Press dispatches from Washington on the 9th quoted Mr. Baker as saying:

The Department is anxious to facilitate and expedite in every possible way the inquiries instituted by the Department of Justice and the Senate Military Affairs Committee. A third examination of the same set of facts at the same time might delay the inquiry. For that reason I shall hold these applications unacted upon for the immediate present.

#### PRESIDENT WILSON APPOINTS CHARLES E. HUGHES TO CONDUCT AIRCRAFT INVESTIGATION.

The appointment by President Wilson of Charles E. Hughes, former Justice of the Supreme Court and ex-Governor of New York, as a special assistant to the Attorney-General Gregory in investigating the charges of graft and profiteering in aircraft production as referred to in detail in another article, was announced on May 15, the correspondence between President Wilson and Mr. Hughes being given to the press by the Committee on Public Information by authorization of the President. It is stated that Mr. Hughes will conduct a legal investigation, under the nominal direction of the Attorney-General, to determine whether the charges made by Gutzon Borglum justify criminal proceedings. President Wilson's letter to Mr. Hughes was as follows:

#### THE WHITE HOUSE.

May 13 1918.

*My Dear Judge Hughes:* You have doubtless noticed that very serious charges of dishonesty have been made in connection with the production of aircraft.

Because of the capital importance of this branch of the military service, I feel that these charges should be thoroughly investigated and with as little delay as possible, in order that the guilty, if there be any such, may be promptly and vigorously prosecuted and that the reputations of those whose actions have been attacked may be protected, in case the charges are groundless.

I requested the Department of Justice to use every instrumentality at its disposal to investigate these charges, and, with the approval of the Attorney-General, I am writing to beg that you will act with him in making this investigation. I feel that this is a matter of the very greatest importance and I sincerely hope that you will feel that it is possible to contribute your very valuable services in studying and passing upon the questions involved.

Cordially and sincerely yours,

WOODROW WILSON.

Hon. Charles E. Hughes, 9 Broadway, New York City.

Mr. Hughes' letter accepting the President's invitation to conduct the investigation was as follows:

New York, May 15 1918.

The President, the White House.

*My Dear Mr. President:* I beg to acknowledge receipt of your letter of May 13. Appreciating fully the gravity of the matter, I shall be glad to co-operate with the Attorney-General in making a prompt and thorough investigation of the charges of dishonesty in connection with aircraft production. You may be assured that nothing will give me greater pleasure than to render any assistance within my power. I assume that the Attorney-General will advise me of his wishes for a conference with a view to the making of definite and adequate plans for the investigation, and I shall endeavor to arrange my affairs so that these plans may be carried out with as little delay as possible. I remain, with great respect,

Very sincerely yours,  
CHARLES E. HUGHES.

**GUTZON BORGULM ACCUSED OF SELF-INTEREST  
IN AEROPLANE GRAFT CHARGES.**

Gutzon Borglum, the New York sculptor, who charges wholesale graft, profiteering and incompetency in the carrying out of the aeroplane program, was himself accused of seeking to capitalize his alleged influence with President Wilson in testimony laid before the Senate on May 10. Documents were presented and read into the record by Senator Thomas of Colorado which were intended to show that Mr. Borglum, while engaged on the inquiry undertaken by him with President Wilson's aid and consent, was dealing with a manufacturing concern with the purpose of forming an aircraft production company which would receive assistance in getting contracts through Mr. Borglum's reputed standing at the White House. The documents, including sworn statements, letters and telegrams, were furnished from the files of the Army Intelligence Office.

In submitting the data, Senator Thomas made a brief comment to the effect that "This shows Mr. Borglum's criticism of the aircraft program to be entirely without merit." A special dispatch to the New York "Times" reported that though the documents produced a flurry in some quarters in Washington, they caused scarcely a ripple in Congress. "Mr. Borglum is not the issue," said Senator Hitchcock, a leader in the Senate investigation. "The Committee will not even consider his criticisms. The real issue, and what we are trying to get at is why we have practically no airplanes in return for more than \$640,000,000 appropriated by Congress. Nothing should be allowed to obscure that."

A formal statement given out by Mr. Borglum, denying the charges made against him, and asserting that they were "framed up" to kill the aircraft investigation, is given in another article.

The principal document of the series presented by Senator Thomas consisted of a lengthy statement by Kenyon W. Mix, whose father is said to be the controlling factor in the Dodge Manufacturing Company of Mishawaka, Ind. According to Mr. Mix the Dodge concern was anxious to enter the field of aircraft production and possessed certain designs of the German Albatross type, but needed the assistance of some one with actual experience in the designing and building of aeroplanes. Becoming acquainted with Borglum and Hugh C. Gibson, an engineer associated with the New York office of the British Munitions Ministry, a proposition was broached to form a new company to enter the airplane field. Mr. Borglum, according to Mix, undertook to supply a staff of experts with the best foreign experience, and to make financial arrangements with New York banks if necessary. Several conferences were held, at one of which Mr. Mix claims that he was assured by Gibson that Borglum's connections were with the highest authorities in the American Government and that "he could put through anything that had merit." Mr. Mix's statement continued in part as follows, as given in the New York "Times" on May 11:

On Jan. 9 1918 I called Mr. Gibson at the British Ministry by telephone and was instructed to meet him in the afternoon at the office of Mr. Compton, an engineer, on the eighteenth floor of the Hudson Terminal Building. H. H. Suplee [Chief Engineer of the Dodge Mfg. Co.] accompanied me on this visit. Arriving at that office, we were introduced to Mr. Compton, a designer of aircraft propellers and parts, who, we understood, was in the employ of Mr. Borglum and Mr. Gibson and was engaged in the work of preparing drawings for experimental propeller business. We also met Lieutenant Roberts of the British Army, who stated that he had been invalided out of service, and was available to private enterprises. \* \* \* Mr. Suplee and Mr. Roberts then discussed the comparative values of American and foreign planes. Mr. Gibson and myself retired to Mr. Compton's private office and discussed the matter of the new company. Mr. Gibson stated to me in this conference that Mr. Borglum's connection was with the highest authorities in the American Government, and showed me a telegram from a man by the name of Nichols stating that Mr. Borglum could put through anything that had merit. Mr. Gibson also stated that Mr. Borglum could not in any way be identified with the new company openly and that his interest would be represented by a Mr. Harris, whom he wished me to meet on the following day. He told me that Mr. Borglum was doing big things in Washington, but that it was up to Mr. Borglum to explain for himself what they were, after which he left the conference, leaving Lieutenant Roberts, Mr. Suplee, Mr. Compton, and myself together. We discussed the relative value of various planes for an hour or two, and adjourned, to meet on Saturday.

On Saturday morning Jan. 12 1918 I called at Mr. Gibson's office in the British Ministry, having instructed Mr. Suplee to meet me at 2:30 in Mr. Compton's office. \* \* \* Mr. Gibson endeavored to get Mr. Borglum on the telephone, but was unable to do so. About noon Benjamin Harris, President of the Standard Smelting and Refining Company, in company with Mr. Grant, an attorney, called at Mr. Gibson's office, and the four of us went to luncheon together.

Immediately following luncheon, we proceeded to Mr. Compton's office, and, although Lieutenant Roberts was missing, he being compelled to go to Chicago on urgent business, we proceeded to discuss either the use of the present Dodge equipment for the building of speed scouts, or the formation of a new company to do this work, along the lines indicated in the

letter written to Mr. Borglum and which was not sent, known as "Exhibit C" herein.

Present at this meeting were Mr. Benjamin Harris, representing Mr. Borglum, Mr. H. C. Gibson, Mr. Compton, Mr. Grant, above referred to, Mr. H. H. Suplee (present as consulting engineer of the Dodge Manufacturing Company), and myself.

\* \* \* \* \*

At this time I did not as yet know Mr. Borglum's connections in Washington, nor what his ability to furnish designs would be, and consequently I hesitated at making a final commitment of our position beyond saying that should such a company be created, the Dodge Manufacturing Company stood ready to furnish to the construction company all experimental work on the first plane and all laminated wood materials, in addition to a plant necessary for the assembling of the plane.

This meeting adjourned, pending my visit to Washington to see Mr. Borglum.

On Monday Jan. 14 1918, an additional meeting with Mr. Harris developed the fact that as Mr. Borglum's agent he was not sure of the part Mr. Gibson or Mr. Compton was to play in the organization, although he seemed certain of the ability of the Dodge Manufacturing Company to deliver as represented.

I arrived in Washington Jan. 15 1918, and called upon Mr. Borglum in his rooms at the Albany apartment house, second floor, in the afternoon.

Mr. Borglum's first question to me was, "Mr. Mix, do you know what I am doing in Washington?" My reply was, "Not exactly, but I have a good idea." Whereupon Mr. Borglum produced a letter, addressed to him and signed by Woodrow Wilson, President of the United States, which extended to Mr. Borglum official permission and authority to proceed upon some investigation, which had been mentioned in Mr. Borglum's letter to the President and which was dated Dec. 25 1917, which letter was only mentioned in the President's communication shown to me.

The letter to Mr. Borglum, and signed by the President, went on to state that he (Mr. Borglum) would have the co-operation of the Secretary of War and that Stanley King, one of Mr. Baker's assistants, would be assigned to his use until investigation was completed and the facts ready for presentation to the White House.

Mr. Borglum then went on to state that he had been given Room 225 of the War Department and a corps of assistants, among whom were Mr. Nichols, whose identity I have not yet fully connected with the Aeromarine Plane and Motor Co. of New York and a Second Lieutenant of the United States Army, acting as stenographer.

Mr. Borglum then informed me that they had uncovered enough rottenness in the Signal Corps, and in the Aircraft Production Board to make impossible the success of the American air program under the present regime. He informed me that he had but to requisition correspondence, orders, foundation plans, &c., from any department of the Signal Corps and they would be forthwith placed in his hands. He stated, however, that he was having considerable difficulty in getting this material, owing to the reluctance of army officers to let him see it. He seemed to particularly condemn Colonel E. D. Deeds, making various extreme charges against him, and also Colonel Montgomery.

He referred to conference had with Major-Gen. Squier and went on to say further in connection with this gentleman that he had found nothing against him in his investigation.

Mr. Borglum stated that the Navy Department was the only department of the aviation section in which he had found efficiency and spoke in very high terms of Rear Admiral Taylor. He stated that he had enough information on Colonel Montgomery's activities to have him displaced on the Aircraft Board.

On the evening of Tuesday Jan. 15 1918, Mr. Borglum, Mr. Nichols, Mr. Suplee, and myself dined at the Metropolitan Club and afterwards remained in the library of the club for conference. I asked Mr. Borglum just what was to be gained by an exposition of these men and just wherein he thought he might serve the country by tearing down that for which he had no substitute to offer. Mr. Borglum protested he did not want to tear down the present organization of the Aircraft Board, but that he would build up a structure around it, composed of men of unquestionable business methods and who would rush the American air program to a rapid completion.

Mr. Borglum stated that he did not know at that time how to build scout planes or any other aircraft, which could be depended upon to surpass those now being constructed, but that through his friendship with the White House and acquaintance with Mr. Gibson, the engineer in the employ of the British Ministry of Munitions, he would have access to the best foreign and American designs and practices. He then asked me to make suggestions as to a new personnel for the Aircraft Board, and to suggest such men as I thought would be able to carry through the program rapidly and efficiently.

At this point I became suspicious, not of Mr. Borglum's methods, but of his ability to aid the country by working along the lines he had suggested during the afternoon and evening conferences.

It is a mystery to me why a man, vested with this high authority, should make a confidant of me in matters of such extreme importance and secrecy, and why he should desire my opinion, which must of necessity be a very weak one, upon the personnel of a new Aircraft Board.

I decided something was radically wrong. The thought occurred to me that possibly this man, through his friendship with the President, had obtained authority which makes him decidedly dangerous to the interests of the country in that he might remove from activity those people now responsible for the industrial development of aircraft without a hope of substituting in their stead a new working force.

It occurred to me that much valuable time might be lost; it further struck me that if he would take me into his confidence in this matter he might take others less cautious of their country's interest, and he might give wide publicity to the matters discussed with me, and that he might show to others his credentials from the President as evidence of his authority.

Such a method, to my mind, would be fatal, particularly if it became public property and through the medium of gossip our aircraft program became known to the enemy.

I discussed this matter with Mr. Suplee, and stated to him on the conclusion of that meeting that so far as the new company was concerned I thought it best to drop all discussion of it, inasmuch as Mr. Borglum did not have the designs to submit for construction, but was probably relying upon his official powers to requisition and get certain information from the Government which could be turned over to the new company for construction.

Upon leaving Mr. Borglum and while escorting Mr. Suplee home, I stated that I was going to take the position of being very anxious to start the company, was going to call for designs and was going to suggest to Mr. Borglum that it might be entirely possible for him to get these designs along the lines indicated, with the purpose in mind of seeing whether or not Mr. Borglum was willing to use his official authority as a means to further a private interest.

After leaving Mr. Suplee I went back to Mr. Borglum's room and discussed the new company with him further, hinting at the matters above referred to, and upon being questioned by Mr. Nichols as to just what I meant, Mr. Borglum spoke up, stating to Mr. Nichols, "Don't you see what he is suggesting? He means, cannot we get the designs from which planes may be constructed at once? He assured me that this might be entirely possible and again impressed upon my mind that he, of course, could not be identified with the new organization; that Mr. Harris of New York would have to represent him in all negotiations.

The following day Wednesday Jan. 16 1918, I decided that here was a matter which should be looked into at once, and went to F. S. Hardesty, who is my father's confidant and a friend of Mr. Coffin, and put the case squarely before him, asking him what I should do. Mr. Hardesty hesitated for some time, because he did not, I believe, appreciate the seriousness of the situation should Mr. Borglum misuse his authority.

Mr. Hardesty finally consented to place a portion of the facts before Mr. Coffin, without disclosing his source of information, and did so in the afternoon. Mr. Hardesty then reported to me that Mr. Coffin seemed interested, and, after consulting C. A. Kenyon, an attorney and my uncle, as a result of further consultation with Hardesty, it was decided that it were best to lay the facts before Mr. Coffin without reserve.

Consequently, I went to Mr. Coffin's office with Mr. Hardesty on the morning of Jan. 17 1918, where I met Colonel Deeds, General Squier, Colonel Montgomery, and other members of the Aircraft Board. I did not, however, talk to any one other than Mr. Coffin and General Squier, and then only in the briefest possible manner acquainted them with the situation, as I have written it herein, stating also to General Squier that on the night of Jan. 15 1918, at 6 o'clock, I had been in Mr. Borglum's rooms at the New Albany, and had seen a United States Army officer, with the grade of Second Lieutenant, taking dictation from Mr. Nichols on the typewriter.

While writing this a letter arrived from H. C. Gibson on the stationery of the British Ministry of Munition and marked Exhibit "H," which speaks for itself.

[Written in Mr. Hardesty's office at his suggestion.]

#### United States Post Office.

Since writing the above manuscript the following has transpired: On Sunday Jan. 20, in company with my uncle, C. A. Kenyon, I called upon Vice-President Marshall at his apartments at the Willard Hotel and laid before him the full details of the entire matter. The papers and exhibits were left with him, he giving instructions that they were to be called for at his office in the Senate Building the following day at 2:30 p. m.

On Monday, the 21st, Mr. Kenyon and myself called, as requested, and the exhibits were returned to us with Mr. Marshall's assurance that he had taken the matter up with Secretary Baker, and that it would be attended to in detail.

The Exhibit H mentioned by Mr. Mix near the end of his letter was a letter written by Hugh C. Gibson from the British Ministry of Munitions of War, under date of New York, Jan. 16, and addressed to Mr. Mix. It reads:

Dusenburg states that it is Italian about 550 (a peculiar mark here probably means horse power, referring to an airplane engine) being built to special order of Government U. S., and won't say any more.

This looks interesting. No doubt you and Mr. B. can get the rest of the information.

Hope to hear as to how you are progressing.

Senator Thomas also presented a statement made by Mr. Suplee, the Chief Engineer of the Dodge Manufacturing Company. It follows:

Memorandum for the Confidential Information of Military Intelligence  
Section, U. S. A.

1. That in all of the relations concerning the matter of promotion of stock company for the manufacture of airplanes, during which I was present at several conferences with the projectors of this enterprise as a consulting engineer, I desire to state that there was never any other understanding of this project but that Mr. Borglum was to be represented in the corporation by Mr. Harris, and that his sole asset in the transaction was to be, first, his personal friendship and association with President Wilson, whom he stated he could do anything he wanted with.

2. As a further asset in this commercial venture, Mr. Borglum stated and gave every one concerned in this matter to understand, that his position with the Aircraft Production Board and the Aerial Section of the Signal Corps, U. S. A., was such that he could obtain for their use plans and technical details which this company could use, and thus save considerably, both in time and money, in beginning operations.

3. That one of the partners of this concern was to have been Hugo C. Gibson, who is connected with the British Ministry of War in the United States offices at 120 Broadway, New York City, who proposed that certain patents, which he controlled, would be used by this company, and who also stated that he would be able to influence orders for airplanes in such a way that this company might receive the benefit therefrom.

4. That I was given to understand by Mr. Borglum that the present personnel of the Aircraft Board was highly distasteful to him, and he was constantly criticizing their work. That he definitely proposed to change this personnel by virtue of his friendship with President Wilson, and that he asked me to suggest members for the new board which would be more friendly to him in his projects. That I avoided giving him any definite answers along this line. That in the event of a newly constituted Aircraft Board being formed, there would then be no difficulty in securing advantage to the proposed organization.

HENRY HARRISON SUPLEE.

Jan. 30 1918.

The above is a true copy, made by my own hand, of the original statement which I dictated and signed on Jan. 30 1918, of which statement only two copies were made and signed; one of these being delivered to the Military Intelligence Section, U. S. A., and the other to F. S. Hardesty, consulting engineer, of Washington, D. C.

HENRY HARRISON SUPLEE.

The correspondence produced by Senator Thomas also included three letters from Gutzon Borglum, one each to General Squier, Secretary Baker and President Wilson, written in September last, and urging the merits of a new type of aeroplane which the sculptor claimed to have invented, as well as an airplane brake and other devices. The letter to General Squier concluded:

I will go further. I will, if the Government will order such a fleet agree to deliver such a fleet 1,000 miles by continuous flight from the base of manufacture, ready for duty, and provide bonds for the faithful performance of all agreements.

#### BORGLUM'S DENIAL OF CHARGES MADE AGAINST HIM IN AIRCRAFT INVESTIGATION.

In a formal statement given out on May 11 Gutzon Borglum denied absolutely that he had sought to enter the aircraft field on a commercial basis, either before or after being authorized by President Wilson to investigate the aircraft situation. He characterized the charge that he had sought to use his alleged influence with the President as a business asset as a "frame up" designed to offend the President and head off a proper investigation. Mr. Borglum asserted that Kenyon W. Mix, his main accuser, first came to his notice through a statement Mix had prepared, charging the aircraft department with culpable retardation and delays, charges which, Borglum says, Mix dropped after receiving large contracts for his own concern.

The statement given out by Mr. Borglum was printed as follows in the daily papers on May 12:

Let us dispose of the two questions separately, raised by Deed's former agent, Mix, and Mix's engineer. Their first and foremost charge is that I used the President's authority improperly and in a manner unthinkable between men in mutual confidence. I deny this. It is a "frameup," shaped especially to offend, as it properly should, the President. My regret is that it seems to have been successful, and he published, unfairly to me and without warning, some of his letters to me. About this time I received further information from a confidant of the President that the Administration now possessed a club that would put me out of business if I did not quit.

Their second charge is that I was party to or in some way or another was secretly engaged in airplane production, using my position and confidence of the President to this advantage. I deny that falsehood in every detail, as unfounded, without reason or support. I wish also to add, regarding Mix, that he came to my attention through his own charges against the Aircraft Board, and submitted a lengthy typed statement, charging the aircraft department with culpable retardation and delays prejudicial to the interests of the country. The original of this statement was returned to Mr. Mix at his earnest pleadings, after he had confessed that he had been in touch with a uniformed member of the Board, and, by his own statement, had been heavily commissioned by that member. Mix is a witness for specific charges of "crookedness" he himself charges against Colonel Deeds and Deeds's "partners," and will, if the Government does not persist in whitewashing this entire business, be compelled to appear as a party with Deeds in matters Mix himself designated as "crooked."

Regarding Mr. Baker's statement of pro-German influence: This unfortunate statement from an officer of the Government whose office has resisted successfully every effort to investigate and get at the truth upon any subject relating to the war, and whose department is so amply supplied with advisers, close in the confidence of the Secretary, of Teutonic origin, is ludicrous. I do not here impugn the patriotism of any of these men. I do say, candidly and emphatically, that it is unfair to ask German blood, though born in America, to be as prompt as war demands in the execution of their orders against their Fatherland. Never has a department of a government of a great nation submitted an agent of its executive to such contemptible, unjustified sloughing and general interference as was prosecuted against me in my work, and I challenge Mr. Baker or any department of the Government to investigate or to explain and justify in any way their conduct in this.

Every American knows now that the War Department has systematically directed the opposition to investigate; that every subterfuge has been resorted to gain time. Every investigation—and there have been many—has been instituted with a prayer and hope that a clean bill would be secured, and it is now clear that this final "frame-up" was deliberately planned and laid in preparation to destroy the value and validity of my investigation.

It should not be forgotten that I have been accused indirectly of the death of Blakeley, a fine, sober youth, who lost his life at Mineola on the 17th of January through the failure of the Liberty motor; also, that I have been accused of stealing a trunkful of blueprints of a famous Italian airplane, and that these, with the present charges and possibly others, have been in the hands of the Military Intelligence Department, Secretary Baker, Mr. Coffin, and now, I learn, of Vice-President of the United States Marshall, together with the President of the United States, and that no use was made of them, and that I have never been given an opportunity to explain or know of them officially until it became apparent last week, that I would stand by the subject until it was investigated.

I am sorry, more than I can say, that we should suddenly be thrown into a difference over a proper affair, an honest investigation that honest men never object to, and I cannot but think that the Secretary of War's blow at me is other than a colossal blunder. Personally, I am not of the remotest importance in this matter. The nation demands to know why millions of dollars in eleven months has provided us with no planes. Next, it demands to know who is responsible. There has a graver question arisen: Who is it that is so powerful, and where are they, that makes it impossible and dangerous to the character and honor of men that they shall ask this question?

#### GUTZON BORGLUM.

Hugo C. Gibson, mentioned in the statement made by Kenyon W. Mix, is an expert attached to the British Ministry of Munitions in this country. In a statement issued on the 12th he admitted that he had participated with Mix and Borglum in tentative plans for starting a company to build airplanes, but maintained that Borglum dropped out just as soon as he received the letter from President Wilson authorizing him to make an investigation of airplane matters. Mr. Gibson made public a letter written by Mix, and tending to show that the proposal for a commercial enterprise originated with Mix and not Borglum. This letter, Mr. Gibson said, was suppressed in the correspondence made public at Washington by Senator Thomas, although his answer to the letter was given. Mr. Gibson's statement was as follows:

Mr. Borglum in December intended to engage in a commercial enterprise in which I should have been interested. After he had received au-

thority from President Wilson to investigate the aircraft situation, he withdrew entirely from any of the tentative arrangements being made for that commercial enterprise, giving as his reason to me, that he considered dual activity as entirely incompatible with the position he then found himself in. Since he made that statement to me he has not even discussed the proposed commercial undertaking, and in fact has consistently avoided any discussions on such occasions when I have touched upon the subject in conversation.

I do not understand the object of the statement purporting to come from Mr. Henry Harrison Suplee. I met him on not more than two occasions, and had neither authority or opportunity, nor did I say I could, or might influence orders for airplanes.

In reply to a question as to Mix's affidavit, "Mr. Borglum had no confidential connections with the Government that I know of at the time." In reply to a question as to why Mr. Borglum was valuable in connection with the commercial enterprise, "Mr. Borglum was interested in a propeller design of his own, or a suggestion, and discussed it with me because I knew something about propellers." In reply to a question did Mr. Borglum come to you? "He did not come to me—I did not go to him; a mutual acquaintance introduced us. Our commercial relations ceased when he told me that he had the letter from President Wilson."

In an open letter to President Wilson, under date of May 12, Mr. Borglum renewed his charges that he had been interfered with by the War Department in his investigations, and for the first time mentioned the name of Secretary Baker in connection with the affair, charging him with "preventing me securing evidence, bullying and threatening witnesses through his assistant, Stanley King." Mr. Borglum concluded by protesting his loyalty and demanding a full investigation of the whole situation. His letter reads as follows:

"My Dear Mr. President: On Tuesday or Wednesday I shall place before the Senate of the United States, through Senator Brandegee of my State, detailed evidence, together with affidavits attached and relating to the falsehoods and deliberate 'frame up' by a confessed tool of Col. Deeds and this man's engineer."

Mr. Borglum then quotes an article in the "Evening Star" which said that Col. Van Deman, head of the intelligence section, General Staff, declined to discuss in any way the activities of his office in connection with the inquiry, and that "it became known yesterday that the intelligence section has not seen the report, does not know to whom it has been sent and declined to enter into an investigation of Mr. Borglum's activities on the ground that he was a personal representative of the President."

"It is a matter of gravest concern to me that credence could be given to charges of such a nature, or that they could have been in your possession and I have received no intimation of the falsehood until Mr. Marshall intimated that there was some sort of charge or charges of disloyalty to you.

"This is so unthinkable that I dismissed and declined even to discuss them. The publicity of your letters to me, through wide and artfully arranged and widely advertised charges against me, presented by Senator Thomas, together with the deliberate interferences by departmental aid you placed at my service, namely Stanley King and Gen. Squier, Stanley King acting directly under the Secretary of War, together with other subordinates, deputized to interfere with my investigation efforts, constitutes a very grievous chapter in America's effort to get production of airplanes.

"It is absurd to state that pro-Germans are clamoring for investigations, while the Secretary of War is a party to statements untrue and unfounded, issued to deceive the nation and serving no other possible purpose except to warn Germany to hurry her own airplane production as 'we are just (and forever) at the peak of production.'

"Never, I believe, in the history of this country has a group of men been given so completely a nation's resources, together with the Administration and people's confidence, as have the aircraft group, and never have such confidences been more wantonly abused.

"I refer here to Major-Gen. Squier, Howard E. Coffin, Col. Deeds and Col. Montgomery. These civilian and military members appear everywhere in the program planned to meet our military needs, and they appear everywhere in the deliberate and elaborate machinery that placed and held the colossal contracts among the few—they appear everywhere in the fine network of falsehood and camouflage, and they included Mr. Baker as their partner in the common statements to the public—they deliberately lied to you and framed up their statements, particularly their failures—misleading Congress before the Senate Military Committee, and they are directly responsible for no engines, no planes, no propellers and vanished appropriations.

"These men shaped the course of our production, selected the producers, created their agents who have tangled up and delayed production, and they are responsible. It was this group who refused to consider the emergency and need of a nation at war and calmly planned the creation of what every informed man knows was impossible to produce in time—the airplane motor.

It was these men who refused the opportunities available to our Government to secure any of many of the tried airplane engines of Europe, and it was these same men who have held themselves aloof, uninformed as they are, from practically experienced aeronautical guidance, and in consequence we find ourselves May 12 1918 without a single American made plane actually fighting for us with the Allies in Europe.

"Had there not been this malicious effort to discredit me with you and impugn my honor on the floor of the Senate, I might have, with the rest of America, though with shame and anger, still been holding my peace, waiting and watching for the interminable shifting from one department to the other of responsibilities that can lie only at the door of the executive members of the Aircraft Board.

"The scurrilous slander by Deeds's friend was a foul and unfair blow and the circumstances of its importance and its purpose to invalidate me, discredit me, give it abnormal public interest and unusual publicity. This, Mr. President, compels me to demand that the investigation by the Military Committee of the Senate shall be complete, exhaustive in the matters relating to aircraft production.

"But as these charges have been brought before the Senate the interference by the War Department, under Mr. Baker, preventing me securing proper evidence, bullying and threatening witnesses by his assistant, Stanley King, together with Mix's charges, they must be openly and publicly brought before Congress.

"I know that you will agree with me in this, that I have a right to demand it, as you know no harm can come to anyone but those who are guilty, both for the delay, rather complete failure and the loss of our air program, the wasting of the funds appropriated, together with the persistent and malicious effort now to suppress an open investigation.

"I do not wish here to discuss the powerful and sinister forces which are gratified over every means that can be employed to produce disagreement among ourselves and I therefore beg of you to believe that I shall do anything in my power to establish harmony and confidence among good Americans.

"You and I have disagreed on no single feature and the angry and hostile attitude of those in charge of the aircraft program has been created and incited merely by men whose interests and ideals are alien to this nation's immediate needs.

"I am loyal to you as our President, and, even better, I am loyal to your thought as so often expressed touching the state of the world and this nation's mission, and I shall remain so, but I am not loyal to nor can I support men or methods mimetic to our country's good, planned to deceive you and the nation and discredit us in the eyes of the world."

#### OPENING OF NEW YORK STATE BARGE CANAL.

The New York State Barge Canal, completed at a cost of over \$100,000,000, was opened to through traffic between the Hudson River and the Great Lakes on May 15. The formal opening ceremony will take place July 4. The main line of the canal follows in part the route of the old Erie Canal from Troy to Buffalo. The opening of the Canal to traffic on Wednesday was marked by the entrance of fifteen light barges at Troy bound for Buffalo. With regard to the use of the new waterways, State Engineer and Surveyor Frank M. Williams on May 14 said:

New York State throws open to the use of the public the greatest potential improvement in the State's transportation system since the last trunk line railroad was built within its borders, some forty or fifty years ago. The best thing about the Barge Canal is that it is available now, when it is so urgently needed. It seems almost providential that a great transportation agency, equal to a trunk line railroad, should be opened at this time, when increased facilities are in such great demand to handle the country's food products, implements of war and supplies of coal.

The work was of great magnitude, and contained engineering problems of greater complexity than those which the engineers, under General Goethals were called upon to solve at Panama. The designing of the structures and all construction work was placed in the hands of the State Engineer and Surveyor, and that officer has been the responsible head during the whole period required to carry out the project. Other departments and boards have had more or less to do with some phases of the work, but the State Engineer has been the actual construction head.

On April 17 Director-General McAdoo made known the decision of the Railroad Administration to construct and put into operation a line of barges to be operated by the Government on the Erie Canal. Gov. Whitman in announcing at the time his approval of Mr. McAdoo's action, made it clear that the Federal Government would simply have charge of the operation of the canal and that the property of the New York State Barge Canal system would remain in charge of Major-Gen. W. W. Wotherspoon, State Superintendent of Public Works. In the New York "Evening Post" of May 14 there was published under Mr. Wotherspoon's pen a lengthy account of the construction of the canal, from which we take the following:

The whole system covers a canal mileage of 459 miles, to which may be added connecting waterways, such as the Hudson River, Lake Champlain, and the Cayuga and Seneca Lakes, with a mileage of 291 miles; making a total of 750 miles of commercial waterways within the boundaries of the State. If the 69 miles of the Canadian canals between Lake Champlain and the St. Lawrence River should be added, a grand total of 788 miles is obtained. For purposes of comparison it is interesting to note that this total is much in excess of the track mileage of either the Delaware, Lackawanna & Western Railroad, the Lehigh Valley Railroad, or, in fact, any railroad system within New York State excepting the New York Central.

The building of the twelve-foot waterway has been a wonderful project, and its successful accomplishment by a single State should be a source of gratification to its citizens. Including the terminal docks and other equipment, the cost has been approximately \$154,000,000. The period of construction has extended over practically thirteen years, but when all the elements have been considered, it will be seen that there has been no undue delay.

Upon the approval by the people of the referendum in the fall of 1903, the preparation of plans and specifications for the first contracts was promptly begun and bids were received on six important pieces of work in the closing months of 1904. The first contracts were awarded in January 1915, and the work was commenced in the spring of that year.

The original estimate of \$101,000,000 was found insufficient, and a supplemental bond issue of \$27,000,000 was required and authorized in 1915.

With the completion of the improvement New York has provided a system of canals which is excelled by none in the world. No other inland waterways, excepting, of course, such waters as the Great Lakes, the Mississippi and Ohio rivers, can accommodate boats of so large a size. The locks have inside dimensions of 300 feet by 45 feet. No fixed bridge has been built with a lesser clearance under it than 15½ feet, and the channel has a minimum depth of 12 feet throughout. It is possible, therefore, for a barge 300 feet long, 42 feet wide, with a draft of 9 or 10 feet, whose height above the waterline does not exceed 15 feet, to navigate the channel. With proper design, such a boat might carry 2,500 tons of cargo.

G. A. Tomlinson of Duluth, whose appointment as General Manager of the Erie Canal operations was announced by Director-General McAdoo on April 17, had the following to say on May 14 concerning the Government's plans:

We shall start 75 boats from here and 25 from Buffalo. Within a week there will be 165 vessels moving, or at least that many as soon as they are released from present storage contracts. I have to-day let contracts for 50 steel barges, with the promise that delivery will begin within 45 days. Next week it is proposed to let contracts for concrete boats, how many I do not care at this time to specify.

We have made considerable bookings of grain and flour for the barges, and expect to find cargoes for the boats both ways. We are issuing through

bills of lading for the canal and the Great Lakes and the canal and the railroads. These bills of lading will be the same kind as those issued for shipments on the railroads, since the administration of both the canal and the railroads is now centred in the Federal Government.

Arrangements are being made for the use of one of the piers in lower New York City, and we hope very soon to install a local merchandise service covering all local points between Buffalo and Albany.

**GOV. WHITMAN SIGNS N. Y. LAW (ROBINSON) COMPELLING IDLERS TO WORK—COWEE BILL VETOED.**

Governor Whitman of New York on May 13 signed the Robinson bill requiring all able-bodied men between the ages of 18 and 50 to be regularly employed in a useful occupation. At the same time the Governor vetoed the Cowee bill, which had also passed the Legislature, and had provided for conscription of men between the ages of 18 and 60, not already employed, in order to effect the uninterrupted continuance and development of the agricultural, industrial and other industries of the State. In a memorandum accompanying both measures, Gov. Whitman said:

The purpose of the two measures is to force every able-bodied male person within the State to do his share toward remedying the conditions due to the present shortage of labor. They both contain provisions which will confine their operations to the class of persons which should be reached.

Although there may be some question as to the constitutionality of both measures, yet if any advantage, however small, may be obtained in the prosecution of the war by reason of increased production, some measure of this kind should be enacted.

I am informed that if this bill is not signed, many undesirable persons will continue to come to this State from New Jersey in order to escape the operation of the law of that State.

The text of both measures was published in our issue of April 20.

**RAILROADS CALLED UPON TO REPORT PROGRESS OF ADDITIONS AND BETTERMENTS.**

The issuance by Director-General of Railroads McAdoo of a circular requesting the railroads to report as to the progress made in constructing and putting into operation all additions and betterments approved by the Railroad Administration, was made known on May 13. The roads are also asked to indicate whether they have available the necessary funds to carry on the proposed work. The following is the notice:

**U. S. RAILROAD ADMINISTRATION.**  
Office of Director-General.

Washington, May 8 1918.

Circular No. 25.

Each carrier shall at once make a report in duplicate, sending one original to the Director of the Division of Capital Expenditures and the other original to the regional director, giving full advice as to whether the carrier is proceeding with all practicable expedition to construct and put into operation all additions and betterments on its lines which may have been approved by the Director of the Division of Capital Expenditures, and all equipment which may have been so approved and which the carrier may be constructing in its own shops.

If a carrier shall not have commenced any project so approved, or having commenced it, shall not be prosecuting it vigorously to completion, the carrier shall specify in the above-mentioned report each such project and state fully the reasons why it has not been commenced, or why, if commenced, it is not being vigorously prosecuted to completion.

If a carrier shall not have on hand or arranged for the necessary funds to construct and put into operation without delay all the additions and betterments which have been so approved, and if it anticipates that this condition is likely to delay any of such work, the carrier shall in addition make a report at once to the Director of the Division of Finance, stating its financial needs in order to enable it to complete all such work expeditiously.

W. G. McADOO,  
Director-General of Railroads.

**TABLE SHOWING ESTIMATE OF INCREASED COST RESULTING FROM RAILROAD WAGE COMMISSION'S AWARD.**

In last week's announcement regarding the findings of the Railroad Wage Commission, besides noting that the increases recommended would serve to add \$288,003,718 to the pay-roll of 1917, it was stated that the roads had on their own account in 1916 and 1917 increased wages in an amount equivalent to approximately \$350,000,000, if applied to the present number of their employees. It was not clear as to just what was meant by this, but a table which serves to explain it is embodied in the report, and this we reproduce below. The table shows (as to the number of employees of all Class 1 railroads for the month of December 1917) the aggregate annual compensation that would have been earned if the same number of men had been continuously employed for one year at the average monthly rate of earnings (a) of the year ended June 30 1915; (b) of the year ended Dec. 31 1917; and (c) as computed by applying the Wage Commission's schedule of increases. From this it appears that the aggregate payroll under the proposed increases will be \$2,205,432,938, as against \$1,917,419,220 on the basis of the wages in effect in December 1917, an increase of \$288,013,718, and as against \$1,611,567,384 on the basis

of the wages in effect during the year ended June 30 1915, a total increase of \$593,865,554. In other words, it is proposed to add (roughly) \$300,000,000 more to a previous increase of considerably more than that amount. The following is the table as given in the report:

**STATEMENT SHOWING, AS TO THE NUMBER OF EMPLOYEES OF ALL CLASS 1 RAILROADS FOR THE MONTH OF DECEMBER 1917, THE AGGREGATE ANNUAL COMPENSATION THAT WOULD HAVE BEEN EARNED IF THE SAME NUMBER OF MEN WERE CONTINUOUSLY EMPLOYED FOR ONE YEAR AT THE AVERAGE MONTHLY RATE OF EARNINGS.**

A—Of the year ended June 30 1915 (see Column 2).  
B—Of the year ended Dec. 31 1917 (see Column 3).  
C—As computed by applying this Commission's Schedule of Increases to the average earnings for 1915 (see Column 4).

<b>OCCUPATIONS.</b>	(1)	(2)	(3)	(4)
	<b>Number of Employees of Class 1 Railroads in Service During Dec. 1917</b>	<b>Annual Compensation Based upon the Average Monthly Payment During the Year Ended June 30 1915</b>	<b>Annual Compensation Based upon the Average Monthly Earnings During the Year Ended Dec. 31 1917</b>	<b>Annual Compensation Based upon the Commission's Schedule of Increases.</b>
1 General officers, \$3,000 p. a. and upwards-----				
2 General officers, below \$3,000 per annum-----	3,956	7,210,044	7,245,651	8,346,346
3 Division officers, \$3,000 p. a. and upwards-----				
4 Division officers, below \$3,000 per annum-----	10,509	20,493,792	18,051,535	23,893,712
5 Clerks, \$900 p. a. and upwards (except No. 37)-----	95,806	108,126,648	117,358,518	145,689,846
6 Clerks, below \$900 p. a. (except No. 37)-----	111,477	72,464,508	75,942,591	102,174,956
7 Messengers and attendants-----	9,561	4,149,852	4,915,119	6,444,402
8 Assistant engineers and draftsmen-----	13,576	15,219,240	15,512,481	20,506,404
9 M. W. & S. foremen (excl. Nos. 10 and 28)-----	8,999	9,962,976	10,798,800	13,531,714
10 Section foremen-----	45,168	34,851,624	40,049,562	49,140,790
11 General foremen—M. E. department-----	1,765	2,706,168	2,917,121	3,288,806
12 Gang and other foremen—M. E. department-----	20,267	23,649,156	27,423,683	31,384,795
13 Machinists-----	46,041	47,442,492	64,282,444	66,120,601
14 Boiler makers-----	14,545	15,652,752	20,744,079	21,436,444
15 Blacksmiths-----	9,115	8,445,228	11,478,337	11,907,771
16 Masons and bricklayers-----	1,551	1,223,928	1,435,916	1,725,738
17 Structural ironworkers-----	970	871,140	982,183	1,228,307
18 Carpenters-----	59,695	45,845,760	46,196,873	64,642,522
19 Painters and upholsterers-----	12,431	9,420,216	11,799,505	13,282,505
20 Electricians-----	10,802	10,167,078	11,151,553	14,336,468
21 Air-brake men-----	6,672	5,414,724	7,238,586	7,634,761
22 Car inspectors-----	22,245	19,614,756	25,423,366	27,656,806
23 Car repairers-----	74,918	55,954,752	74,420,544	78,896,200
24 Other skilled laborers-----	59,559	50,794,206	63,537,541	71,619,957
25 Mechanics' helpers and apprentices-----	96,387	58,233,292	70,322,646	83,345,108
26 Section men-----	270,585	122,469,792	163,520,581	187,474,902
27 Other unskilled laborers-----	121,000	67,430,880	84,579,000	96,426,158
28 Foremen of const. gangs and work trains-----	2,800	2,925,600	2,974,850	4,095,840
29 Other men in const. gangs and work trains-----	41,503	21,355,788	26,117,008	31,316,508
30 Traveling agents and solicitors-----	6,594	9,798,420	10,819,171	12,022,661
31 Employees in outside agencies-----	1,939	1,899,828	2,049,911	2,659,759
32 Other traffic employees-----	698	669,828	927,056	944,457
33 Train dispatchers and directors-----	5,770	9,208,224	10,369,382	11,063,681
34 Telegraphers, telephoners, and block operators-----	23,040	18,259,152	21,092,650	25,787,704
35 Telegraphers and telephoners operating interlockers-----	8,592	7,059,528	8,207,078	9,953,934
36 Levermen (non-telegraphers)-----	3,976	2,905,656	3,391,846	4,096,975
37 Telegraphers—Clerks-----	12,509	9,955,164	11,154,525	14,036,781
38 Agent-telegraphers-----	21,586	17,743,692	20,473,889	25,018,606
39 Station agents (non-telegraphers)-----	16,116	15,013,020	16,749,681	21,168,353
40 Station masters and assistants-----	659	721,920	845,839	980,512
41 Station service employees (except Nos. 5, 6, 37, 38, 39, 40 & 66)-----	130,075	78,388,404	91,421,913	112,095,418
42 Yardmasters-----	4,325	6,803,568	7,843,128	8,211,226
43 Yardmaster's assistants (not yard clerks)-----	2,890	4,119,636	4,974,846	5,120,296
44 Yard engineers and motormen-----	22,244	33,835,788	39,980,476	41,215,373
45 Yard firemen and helpers-----	22,942	20,920,356	25,234,364	29,497,702
46 Yard conductors (or foremen)-----	21,953	29,678,700	34,910,539	37,507,941
47 Yard brakemen (switchmen or helpers)-----	56,145	61,936,920	74,906,413	84,122,725
48 Yard switch tenders-----	5,741	4,132,836	4,855,508	5,827,209
49 Other yard employees-----	4,519	2,790,036	3,037,310	3,961,851
50 Hostlers-----	9,096	8,835,822	11,316,879	12,409,071
51 Enginehouse-men-----	62,177	42,315,700	52,004,843	59,524,137
52 Road freight engineers and motormen-----	37,954	69,569,688	79,994,887	80,394,731
53 Road freight firemen and helpers-----	40,960	46,252,032	52,155,187	62,079,477
54 Road freight conductors-----	30,177	47,651,802	55,969,885	57,382,408
55 Road freight brakemen & flagmen-----	75,325	77,581,740	90,543,663	108,125,671
56 Road passenger engineers and motormen-----	14,739	31,563,864	32,885,067	35,073,766
57 Road passenger firemen & helpers-----	14,526	18,628,728	19,667,623	23,975,173
58 Road passenger conductors-----	11,811	21,765,780	23,208,615	25,109,004
59 Road passenger baggage men-----	6,070	6,339,264	7,139,048	8,763,399
60 Road passenger brakemen and flagmen-----	16,465	16,839,744	17,999,538	23,469,551
61 Other road train employees-----	3,976	3,292,128	3,249,064	4,641,900
62 Crossing flagmen and gate men-----	18,153	8,624,124	9,726,377	12,980,844
63 Drawbridge operators-----	1,513	1,004,568	1,152,906	1,416,441
64 Floating equipment employees-----	10,531	6,901,176	10,103,178	9,730,658
65 Express service employees-----	12,878	9,140,808	11,565,474	12,888,539
66 Policemen and watchmen-----	6,497	4,054,128	5,481,649	5,756,862
67 Other transportation employees-----	21,915	13,288,380	14,590,130	18,869,500
Total -----	1,939,390	1,611,567,384	1,917,419,220	2,205,432,938
Total amount of such increase-----		\$593,865,554	\$288,013,718	
Per cent of increase-----		36.85	15.021	

**The report also says:**

This estimate is made by applying to the average monthly earnings of each class of employees the rate per cent of increase prescribed for that amount as disclosed by the table of increased rates in the main body of the report.

The figures contained in this table do not include the increases awarded to those employees who are in the service of what are known as Class II and Class III roads, under the Inter-State Commerce Commission's classification, nor do they include those of the sleeping and parlor car companies. All of the above, in so far as they are under Government control, come within the conclusions of this report.

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**25% INCREASE IN RAILROADS' RATES URGED UPON DIRECTOR-GENERAL McADOO.**

Recommendations that freight and passenger rates be raised approximately 25% are said to have been made to Director-General McAdoo by his advisers. Reports to this effect on May 13 were coupled with the announcement that estimates, made by Railroad Administration officials, indicate that an increase of at least 25% in freight and passenger rates will be necessary this year to meet the higher costs of fuel, wages, equipment, and other operating expenses, now set at between \$600,000,000 and \$750,000,000 more than last year. The press dispatches also had the following to say regarding the contemplated increases:

Director-General McAdoo is expected to act within the next six weeks and to put increases into effect immediately. Shippers will be permitted to appeal to the Inter-State Commerce Commission under the Railroads Act, and final decision will be with President Wilson.

Such an increase as is proposed would be the biggest in the history of American railways, as the percentage is larger than any ever sought by the railways under private management, and would apply alike to the entire country. Both class and commodity schedules would be effected.

Rate experts of the Inter-State Commerce Commission and the Railroad Administration are now at work on new schedules. Any increases to be ordered would be arranged in a manner to preserve rate relationship between communities and regions, officials said to-day, so that industries and commercial interests would be subject to the same degree of rate competition as at present. Passenger fares would be raised under the plan suggested to about 3 cents a mile from the existing general rate of a little less than 2½ cents.

The proposed increases, it is estimated, would yield about \$900,000,000—\$700,000,000 in freight and \$200,000,000 in passenger revenues. This would leave a margin above the estimated increase in operating expenses eventually; but since the new rates would not go into effect until the year was half over, their yield would fall several hundred million dollars short of meeting the expected deficit this year.

It is roughly estimated by Railroad Administration officials that the roads this year will spend between \$300,000,000 and \$350,000,000 more for wages than last year, between \$120,000,000 and \$150,000,000 more for coal, and between \$180,000,000 and \$250,000,000 more for cars, locomotives, rails, ties, terminal facilities, barges for inland waterways and other supplies and equipment. These figures may be lowered by later developments; but officials who have studied the situation closely are inclined to believe that they are more likely to prove higher.

The estimate of increased wages is based on the probability that the Director-General will approve a general scheme of higher pay for workmen in accordance with the Railroad Wage Commission's recommendations, which called for an addition of \$300,000,000 to the \$2,000,000,000 payroll of last year.

Although the question of the exact prices the railroads are to pay for coal under Government operation has not been settled, officials in charge of purchases are said to have decided that it will be necessary to pay at least 65 cents more a ton than under contracts now expiring. The railroads' coal consumption amounts to about 175,000,000 tons a year.

The cost of extensions and betterments, particularly at terminals, now being planned, can be determined at this time only in most general terms, but officials point out that the financial burden of these will be felt within six months, and that eventually they must be met out of higher freight revenues.

An extensive scheme of economies to be effected by pooling, short hauls elimination of competition and other new practices possible under Government management, is being developed slowly, but it is said that these will not begin to show big results in reports of expenses for almost another year. By that time it is planned to reduce rates if it is found possible to do so and still maintain the railroads in normal condition.

Mr. McAdoo has repeatedly expressed the opinion that the railroads under Government operation should be self-supporting. For this reason, he is represented as prepared to raise rates, and explain to shippers that, since prices of every other kind of service and materials have gone up, freight and passenger rates must be expected to follow.

It is contended that to raise passenger rates to 3 cents a mile will not reduce travel to any great extent, and the Director-General is opposed to taking any radical steps to curtail passenger traffic. He has frowned upon proposals to follow Great Britain's example of raising passenger rates 50% and thereby cutting off considerable travel. Commuters' rates are likely to be affected to a less extent than others, and may not be raised. Railroad reports for the first three months this year show that, although operating revenues were 6% greater than last year, operating expenses were 25% greater, and the net revenue from operations was only one-half of last year's.

The Director-General has it in his power, acting as representative of the President, to put new rates into effect at any time without consulting the Inter-State Commerce Commission, or he may apply to the commission for authority to change schedules if he wishes. His advisers in the Railroad Administration, however, are insistent that speedy action be taken to furnish the railroads new revenues, and it is considered probable that he will adopt the former course.

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**TRANSCONTINENTAL PASSENGER SCHEDULES REDUCED BY RAILROAD ADMINISTRATION.**

A curtailment of the transcontinental passenger schedules effective June 2 to effect a saving of 11,728,000 miles per year was ordered by Director-General of Railroads McAdoo on May 13. The Railroad Administration made the following announcement in the matter:

Director-General McAdoo has approved the recommendation of Regional Director Aishton for a reduction in the mileage of transcontinental passenger trains starting from Chicago aggregating 11,728,000 miles per annum and it is proposed that the revised schedules shall take effect on June 2.

This economy has been accomplished by abandoning duplicate service between Chicago and the Pacific coast cities and assigning to the short and direct routes to each city the fastest through service. Under this plan the Atchison, Topeka & Santa Fe Railway will be the preferred route to Los Angeles; Chicago & North Western, Union Pacific, Southern Pacific to San Francisco; Burlington, Northern Pacific to Portland; and the Chicago, Milwaukee & St. Paul to Seattle. The fast trains will make the run in 72 hours to each city. There will be a secondary train carrying all classes of equipment scheduled in 78 hours. The other transcontinental roads will operate such service as may be necessary to accommodate their intermediate travel on reasonable schedules.

On the same date the mail schedules will be adjusted so that there will be a parity of mail service between Chicago and each of the rival commercial centres on the Pacific coast. The fast mail trains will cover the distance between Chicago and Pacific coast terminals in 65 hours.

The public will be adequately served under the new arrangement, although it is probable that more upper berths will be sold in the future than in the past.

The passenger committee for the western district has now started working on the rearrangement of the schedules to the Southwest, where important economies can also be effected without affecting public convenience.

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**ALLIES WILLING TO CONSIDER FAIR AND HONORABLE PEACE.**

In furnishing explanations relative to the letter to Emperor Charles to Prince Sixtus of Bourbon, recently made public by the President of the French Republic (and printed in our issue of April 13), the statement was made in the House of Commons by the British Secretary for Foreign Affairs, Arthur J. Balfour, on May 16, that no effort at conversations had ever been made by the Central Powers in the interest of a fair and honorable peace, and he added:

If any representative of any belligerent country desires seriously to lay before us any proposals we are ready to listen to them.

Advices to this effect were contained in the press dispatches from London on May 16, and the further account of what Mr. Balfour had to say is given as follows in the New York "Times" of yesterday:

The letter in question had been examined by a committee of the French Chamber, said Mr. Balfour, and the conclusion had been reached that it did not provide an adequate or satisfactory basis for an honorable peace.

Mr. Balfour, in his explanations, was replying to questions submitted by Walter Runciman, former President of the Board of Trade, who asked whether, when Emperor Charles's letter was communicated to the French Government, and by the French Government to the British Prime Minister, it was communicated to any other of the Allies, and had the American Government any information as to what was passing; did the Prime Minister inform the Foreign Office at the time of the fact that the communication had been shown to him; why were the negotiations dropped—was it on purely territorial grounds, was it because a demand was made by France, not only for Alsace-Lorraine, but for the 1814 line, or even the 1790 line?

Mr. Balfour said that Mr. Runciman put questions to him which naturally excited a great deal of interest, both here and abroad.

"I must remind the House, however," he continued, "that there is a very natural tendency to treat this subject as if it were one in which the British Government alone were concerned and that the opposition or critics of the day had the right, in the public interest and their own, to extract the last drop of information which it was in the power of the Government to give. That might be the natural mood for the House to be in when discussing ordinary subjects of domestic controversy, but it is not the mood suited to the delicate question of international policy."

"In international affairs it is not a good thing necessarily to discourage informal attempts at conversations. But we have never at any time initiated conversations of that sort. We have never turned down conversations when other people wished them.

"If any representative of any belligerent country desires seriously to lay before us any proposals, we are ready to listen to them. Of course, we are not going to deal with them without the cognizance of our allies.

The mere fact that such conversations are of an informal character makes that a very improper subject for discussion in the House. That is true as a general proposition and emphatically and especially true of the subject now under discussion.

The letter to which public attention is directed was a private letter written by Emperor Charles to a relative (Prince Sixtus of Bourbon) and conveyed by him to President Poincaré and the French Premier under seal of the strictest secrecy, but with no permission to communicate it to anyone except the Sovereign and Premier of this country. The letter was communicated to the French and English Premiers under these pledges.

While I cannot conceive of a more inconvenient method of dealing with a great transaction, the inconvenience in this case was not due to any wish on the part of the British Government or the British Premier. Directly you depart from the ordinary method of conducting international affairs you land yourself in inevitable difficulties.

"I was in America at the time of these transactions, and, as they were over when I returned, I did not go into them as intimately as I might have done."

As to whether any person had been informed of these negotiations, Mr. Balfour said that the American Government was at the time no better informed of the facts regarding Emperor Charles's letter than he was himself, but if any one supposed that on that account he had ever shown any want of confidence in the Government or President of the United States, he was under a complete delusion. He had no secrets from President Wilson. Every thought he had on the war or the diplomacy connected with the war was as open to President Wilson as to any other human being. He did not think it possible for Great Britain and the United States to carry on the great work in which they were engaged or to deal with the complicated day to day problems without complete confidence, and so far as he was concerned complete confidence would always be given.

Referring to the Stockholm conference, the Foreign Secretary expressed the opinion that it would not have paved the way to the settlement of the war.

"The course taken by the British Government with regard to the Stockholm conference," he continued, "had no connection, near or remote, with Emperor Charles's letter to Prince Sixtus, or with the negotiations or con-

versations resulting therefrom. They were treated as wholly separate and absolutely unconnected subjects.

"We do not know, and will only know when the secrets of the archives of Europe are opened to the world, and perhaps not even then, exactly what were the motives which influenced Emperor Charles and the German Emperor in these various transactions. Perhaps we will never know what the motives were which actuated Count Czernin, Emperor Charles and the German Emperor. I am inclined to think that it was part of a peace offensive, by which I mean peace proposals initiated by one party which did not desire peace, but which desired to divide its opponents.

"The falsehood exposed by Premier Clemenceau was that the whole war was being conducted in order that France might obtain Alsace-Lorraine and Italy should have nothing. When we are dealing with people so cynical as the Central Powers, some kind of counterattack is almost obligatory. Therefore, the counterattack delivered by M. Clemenceau appears to have been thoroughly effective, in the sense that it exposed, in the cleverest manner, the motives animating Central European diplomacy.

"No effort at conversations made by the Central Powers has ever been made in the interest of a fair and honorable peace, but in order to divide the Allies. There is no evidence now or at any time that the German Government circles contemplated the possibility of what we should regard as a reasonable peace—a peace which would secure the freedom of the world, the freedom of those who are in danger of German domination.

"This question has been examined, and, no doubt, with fuller knowledge of the facts than I can state to the House, by a committee of the French Chamber. The British have not the machinery for the sort of investigation conducted by the French. The French had the machinery and used it freely, and the conclusion reached was that the Emperor Charles letter did not provide an adequate or satisfactory basis for an honorable peace.

"It might be said that other motives than judicial consideration of historical facts animated the verdict. If there existed any prejudices at all, these would surely have been in favor of a peace which would give the French Alsace-Lorraine, because the suggestion was that Charles should make a proposal, which could have been afterward imposed on Germany, by which the war should come to an end and France should claim Alsace-Lorraine."

The Secretary said that if the proposal had really contained the seeds of an honorable peace, the Committee of the French Chamber would surely have expressed regret that the opportunity had been thrown away by the French Government or the French Premier. No one, he added, was more desirous than the British Government that the war should be brought to an honorable termination, and if any method whereby that could be accomplished were shown to the Government, it would be accepted.

"But," Mr. Balfour went on, "we are fighting as one among many allies against the Central Powers, who never at any time, and now less than ever, have had the least intention of meeting our wishes—I am talking about our legitimate wishes and I mean wishes on which the whole House and the whole country are entirely in agreement. These great aims of ours can only be obtained by absolute loyalty between the Allies."

Referring to the statement made by Mr. Runciman that France had asked for a bigger Alsace-Lorraine than that of 1870, Mr. Balfour said there was no question of this bigger Alsace-Lorraine being the war aim of the Allies.

Mr. Balfour added that the conversations which Gaston Doumergue, formerly French Premier and Foreign Minister, had with the Russian Emperor in 1916 regarding a bigger Alsace-Lorraine which France would demand, were not known to Great Britain until very much later. They had no international bearing, he said, did not pledge Great Britain, and the British Government never gave the least encouragement to any such notion.

Mr. Balfour said that an extended Alsace-Lorraine was not a subject which should ever be contemplated seriously, and he did not think it ever was a fixed part of the foreign policy of the French Government for any length of time. The Foreign Minister also said that the pourparlers over the Austrian Emperor's letter were not interfered with by the demand of France for an extension of territory beyond her boundaries of 1870.

Replying to a question by Robert Outhwaite as to whether Prince Sixtus of Bourbon paid two visits to England in connection with the peace proposals and whether he was in communication on this subject with Premier Lloyd George, Mr. Balfour said that the subject was not one which could be dealt with by question and answer.

Former Premier Asquith, who followed Mr. Balfour, said that while in his judgment there had not been and could not be any contraction, so there should not be any expansion of the clear aims and purposes for which Great Britain had entered and was prosecuting the war and desiring to bring it to a successful issue.

Mr. Asquith said that he desired to record the satisfaction which he felt at the instructive and opportune statement made by Mr. Balfour. It was a satisfaction to the world at large, he said, that the British Government has closed no door on any overtures and approaches toward an honorable peace.

"To whatever quarter," said Mr. Asquith, "be it with adequate authority and in real good faith, an appeal is made, if it is based on substantial considerations, it will not be made to deaf ears. The whole House is glad of the assurance that not only in matters of this kind, but in all matters, we have kept no secrets from President Wilson. We could not carry on a struggle of this kind without complete mutual confidence."

With regard to the supposed claim of France to the line of 1814, Mr. Asquith said he gathered that the allegation that President Poincaré put forward this demand was totally without foundation, so far as Mr. Balfour knew. He regarded with still more satisfaction Mr. Balfour's declaration that this had never been one of the war aims of the British Government, and, so far as he knew, it had not been, and was not, the settled policy of the French Government.

"Is that right?" he asked the Secretary, and Mr. Balfour replied: "I think so."

Mr. Asquith said that he was extremely glad and he thought the world would be glad to hear it.

After a brief general discussion, Lord Robert Cecil, Minister of Blockade, gave an explanation of his "peace offensive" interview, which was given to the press on Friday, May 3, and in which he said that a "peace offensive" would be directed very largely against England and that the Central Powers would put out offers which they might think would be attractive to the British. He said that a peace offensive was an entirely different thing from a peace effort. A peace offensive would be designed to help the German armies in the field, and he believed that one would be forthcoming when he gave the interview.

"As to the suggestion that I intended to convey the idea that any offer that Germany might make would have to be rejected," he said. "I say there is not one syllable that I uttered which could be construed by any fair-minded man to mean that. I repeat that any offer that is made, come from what source it may, provided it has a reputable and trustworthy source deserves consideration by the Government."

Philip Snowden, Laborite, made an attack upon the demands of Italy, saying that they were "selfish and unreasonable." Replying, Lord Robert said that he was forced to repudiate that sentiment with all the strength he could muster.

"The attack is without foundation and undeserved," he said. "For what purpose it was made, except to assist the enemy, I cannot under-

stand. We believe the aims of Italy to be as high and pure as those of an other belligerent, and we value her assistance to the greatest possible degree. We are determined to preserve our allegiance with her, as we are with all the other Allies."

Referring to Russia, Lord Robert said:

"We have no quarrel with Russia at all. On the contrary, with the Russian people we have always desired to be on the closest possible terms of friendship. We are anxious to do all we can to support and assist the Russian people to preserve Russia as a great country, not only now, but in the period after the war."

Lord Robert denied that Great Britain had any quarrel with the Bolsheviks over their domestic policy, saying:

"That is a matter for Russia, and Russia alone; we have no other desire than to see Russia great, powerful, and non-German."

The Washington dispatches of May 16, in indicating that President Wilson might comment upon Minister Balfour's statement, said:

Either through a public address or a diplomatic note President Wilson in the near future may take occasion to comment upon and supplement the statement made to-day by Foreign Minister Balfour in the British House of Commons in connection with the Austrian peace feelers through Prince Sixtus of Bourbon.

It was authoritatively stated to-day that the American Government fully reciprocates Mr. Balfour's expressions of confidence and regard, and has no intention of permitting the machinations of the enemy to mar the perfect understanding which governs the relations between the United States and the Entente. Moreover, there is no public sentiment in this country such as that which appears to exist in a small but active English pacifist circle, holding it the duty of that Government to consider any kind of peace proposal.

There is no disposition in Washington to complain because this Government was not advised of the Sixtus letter, for it is realized that the peculiar conditions under which the correspondence with the Austrian Emperor's brother-in-law was conducted imposed obligations of confidence. It is pointed out, also that the United States Government has not entered into any such formal undertaking as bound the Entente Allies not to consider peace proposals separately, though President Wilson has declared in his speeches that any peace that would be acceptable must embody fundamentals upon which America and the Entente Allies are in complete accord.

#### GERMAN DOMINATION OF AUSTRIA SEEN IN PROPOSED NEW TREATY.

An important conference between Emperor William of Germany and Emperor Charles of Austria-Hungary was held at the German Great Headquarters on May 12. An official statement, issued at Berlin on the 13th, said that a cordial discussion took place and that "the guiding lines of the contemplated contractual agreements already exist in principle." The object of the meeting was to strengthen and amplify the alliance between the two countries. The German official statement read as follows:

Emperor Charles visited Emperor William at Great Headquarters on Sunday. In addition to his personal suite, the Emperor was accompanied by Foreign Minister Burian, Field Marshal von Arz, Chief of the General Staff, and Prince Hohenlohe, Austrian Ambassador at Berlin. Germany was represented by Chancellor von Hertling, Field Marshal von Hindenburg, General von Ludendorff, Foreign Secretary von Kuehlmann and Count von Wedel, Ambassador at Vienna.

A cordial discussion took place, and all the fundamental, political, economic and military questions affecting the present and future relations of the two monarchies were thoroughly discussed. There was complete accord on all these questions, tending to deepen the existing alliance. The guiding lines of the contemplated contractual agreements already exist in principle.

European reports are contradictory as to details, but agree that the alliance calls for the closest military, economic and custom relations, in harmony with the "Mitteleuropa" idea. The interpretation generally placed upon the conference between the Emperors is that Austria-Hungary, pressed by economic difficulties and the seething unrest among her many discordant races, has been compelled to place herself unreservedly under the domination of her stronger ally. It is no longer a question of a defensive and offensive alliance between equals, according to this view, but of an organic union between the two countries, in which Austria will assume a position somewhat analogous to that of Bavaria or Saxony. The correspondent of the "Frankfurter Zeitung" is quoted in Washington dispatches as saying:

It is the greatest Austrian question in its entirety, which has been raised—the question of the existence of Austria as an individual State, an existence which already the Germans in the country and all the Slavs disown to-day. The Slavs wish to make of this State an entire series of small sovereignties, with a particular foreign policy. The Germans, on the contrary, desire the return of the Germanic confederation, which would put an end to the separatist tendencies of the small nations. One sees that the conference of the two emperors has for its object the rendering of the political fusion between the two empires so strict that there no longer will be any other term for characterizing it than that of the dependence of one of the monarchies upon the other.

Henceforth, Austria-Hungary will have no more liberty as regards Berlin than Bavaria or Saxony has.

A similar view as to Austria-Hungary's future is taken by the London press. The "Daily Chronicle", as quoted in Press dispatches on the 15th, said:

An independent Austria-Hungary is impossible, chiefly because not one of its constituent nationalities wants it. The Austro-German and Magyar dominant minorities ruling over Slav majorities do not want an independent monarchy, but a monarch dependent on Germany, which can help them maintain their unnatural position.

On the other hand, the Czechoslovaks and Jugoslavs do not want a dual monarchy in any form, independent or otherwise. They want independent Czechoslovak and Jugoslav States.

Between these two schools any attempt by Emperor Charles to reassert the independence of the Hapsburgs is doomed to fail helplessly. Furtive offers from him to the Allies of the kind of peace he would like to make have the same significance as would belong to similar offers made from Munich and Dresden.

Meanwhile, we do well to realize that all attempts, whether in enemy camps or in our own, to trade on the idea of Austria-Hungary as a separate Power are profoundly deceptive. "Austro-Hungarian independence" is a phrase which has only one value, namely camouflage for German sovereignty over Central Europe.

Maximilian Harden, however, as quoted in press dispatches, dwells on the different interests of the two monarchies. Discussing Austria-Hungary's need for peace, he said in an article in "Die Zunkunft":

For a country so deeply in debt as Austria-Hungary, which will have to pay Germany alone more than 700,000,000 crowns annual interest, a new billion loan could be raised only in the United States.

The latter country, however, can on no battlefield be compelled to entertain such a deal, and should the United States refuse the money, then the transformation of Austria's war industries to peace conditions would be an impossible task and the country would find itself on the brink of an abyss.

Is it not natural that Austria-Hungary should seek a peace which would leave the possibility of an understanding with America? Austria-Hungary, more than any other State, needs America's friendship.

#### TRADE AGREEMENT BETWEEN UNITED STATES AND NORWAY.

Supplementing last week's announcement of the signing of the general commercial agreement between the United States and Norway (referred to on page 1964 of last Saturday's issue of the "Chronicle") the War Trade Board on May 10 issued the following statement:

The War Trade Board announces that, in consequence of the conclusion of a general commercial agreement with Norway, exports to that country of commodities embraced in the schedules attached to that agreement are about to be resumed. A copy of the schedules, enumerating the commodities and the quantities of each which Norway is entitled to import from this country or from other sources, is appended to this announcement. Exports from the United States will be licensed subject to the general policy of conservation and to the general rules and regulations of the War Trade Board.

The War Trade Board further announces that no purchases for export nor arrangements for the manufacture for export of any article should be made before an export license has been secured.

Exporters should apply to the Bureau of Exports, Washington, D. C., using application Form X and such supplemental information sheets concerning commodity as are required.

Upon receipt of such applications for export licenses properly executed and after due consideration by the War Trade Board, the particulars thereof may be forwarded to the Board's representative abroad. This information will be sent by mail, unless the applicant requests, on Supplemental Information Sheet X-106, that it be cabled at his expense. Upon receipt of a reply the application will be given further consideration and when a decision is reached the applicant will be promptly advised. Applicants should not forward funds with their applications. If cable charges are incurred they will be advised in due course the amount thereof.

Various commodities included in the schedules of exports to Norway have hitherto been consigned to one or another of the Norwegian Import Associations, which are now in process of reorganization. The War Trade Board will not consider applications for licenses to export any of these commodities until the appropriate Import Association shall have issued a new certificate of guarantee covering the consignment specified in the application. Guarantees issued by such associations prior to May 10 1918 will not be accepted. Prospective importers of such articles should obtain the appropriate certificate of guarantee, dated subsequent to May 10 1918 from the proper association and forward the serial number thereof and the name of the association issuing the same to the prospective exporter in the United States.

Exporters in applying for export licenses for such articles should furnish on Form X-106, in addition to all other information required, the serial number of the certificate and the name of the Norwegian Import Association.

Every export license hereafter issued for shipment to Norway will have in connection with the usual license number (as 999,999) an identification letter and numerals (as A-47).

Attention is called to Treasury Decision No. 37541, which requires that this license number, including the appended letter and numerals (as 999,999-B-47) be placed by each shipper on all four copies of the export declaration covering the shipment and that the same number with identification letter and numerals be entered on the ship's manifest opposite the description of the goods destined to Norway. The manifest must also bear the usual Custom House number of shipper's export declaration.

Export licenses will be valid only for shipments to be made on vessels flying the Norwegian flag.

Concerning the agreement the cables from London on May 13 said:

Referring to the trade agreement between Norway and the United States the "Morgen Bladet" of Christiania, according to a dispatch to the "Times" from the Norwegian capital, says the Allies intend to establish in Christiania a sort of branch of the War Trade Board, to facilitate commercial transactions. The staff, it adds, will be installed in the American Legation, where representatives of British, French, and Italian commercial interests will confer.

#### GOVERNOR WHITMAN SIGNS AMENDMENT TO DECEASED ESTATE AND PERSONAL PROPERTY LAW.

Governor Whitman has signed a bill passed by the New York Legislature this year (now Chapter 544, Laws 1918) amending the deceased estate and personal property law, in relation to the investment of funds held in trust by an executor, administrator, trustee or other person

holding such funds, so as to provide that investments may be made in shares or parts of bonds and mortgages held by trust companies and title guaranty corporations, under certain conditions. The law as it now reads is given below, the portions appearing in italics being the matter added this year:

**AN ACT.** To amend the decedent estate law and the personal property law, in relation to the investment of trust funds in parts of mortgages held by trust companies and title guaranty corporations.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

Section 1. Section 111 of Chapter 18 of the laws of 1909, entitled "An Act relating to estates of deceased persons, constituting Chapter 13 of the consolidated laws," is hereby amended to read as follows:

Sec. 111. Investment of trust funds. An executor, administrator, trustee or other person holding trust funds for investment may invest the same in the same kind of securities as those in which savings banks of this State are by law authorized to invest the money deposited therein, and the income derived therefrom, and in bonds and mortgages on unincumbered real property in this State worth 50% more than the amount loaned thereon, and in shares or parts of such bonds and mortgages, provided that any share or part of such bond and mortgage so held shall not be subordinate to any other shares thereof and shall not be subject to any prior interest therein, and provided further that bonds and mortgages in parts of which any fiduciary may invest trust funds together with any guarantees of payment, insurance policies and other instruments and evidences of title relating thereto shall be held for the benefit of such fiduciary and of any other persons interested in such bonds and mortgages by a trust company or title guaranty corporation organized under the laws of this State, and that a certificate setting forth that such corporation holds such instruments for the benefit of such fiduciary and of any other persons who may be interested in such bonds and mortgage among whom the corporation holding such instruments may be included, be executed by such corporation and delivered to each person who becomes interested in such bond and mortgage. Every corporation issuing any such certificate shall keep a record in proper books of account of all certificates issued pursuant to the foregoing provisions. An executor, administrator, trustee or other person holding trust funds may require such personal bonds or guarantees of payment to accompany investments as may seem prudent, and all premiums paid on such guarantees may be charged to or paid out of income, providing that such charge or payment be not more than at the rate of  $\frac{1}{2}$  of 1% per annum on the par value of such investments. But no trustee shall purchase securities hereunder from himself.

Sec. 2. Section 21 of Chapter 45 of the laws of 1909, entitled "An Act relating to personal property, constituting Chapter 41 of the consolidated laws," is hereby amended to read as follows:

Sec. 21. Investment of trust funds. A trustee or other person holding trust funds for investment may invest the same in the same kind of securities as those in which savings banks of this State are by law authorized to invest the money deposited therein, and the income derived therefrom, and in bonds and mortgages or unincumbered real property in this State worth 50% more than the amount loaned thereon, and in shares or parts of such bonds and mortgages, provided that any share or part of such bond and mortgage so held shall not be subordinate to any other shares thereof and shall not be subject to any prior interest therein, and provided further that bonds and mortgages in parts of which any trustee may invest trust funds together with any guarantees of payment, insurance policies and other instruments and evidences of title relating thereto shall be held for the benefit of such trustee and of any other persons who may be interested in such bonds and mortgages among whom the corporation holding such instruments may be included, be executed by such trust company or title insurance corporation and delivered to each person who becomes interested in such bond and mortgage. Every corporation issuing any such certificate shall keep a record in proper books of account of all certificates issued pursuant to the foregoing provisions. A trustee or other person holding trust funds may require such personal bonds or guarantees of payment to accompany investments as may seem prudent, and all premiums paid on such guarantees may be charged to or paid out of income, providing that such charge or payment be not more than at the rate of  $\frac{1}{2}$  of 1% per annum on the par value of such investments. But no trustee shall purchase securities hereunder from himself.

Sec. 3. This Act shall take effect immediately.

#### RULES GOVERNING VOTING BY SOLDIERS.

Rules with regard to voting by soldiers are embodied in a letter addressed by Adjutant-General H. P. McCain to Senator James K. Vardaman of Mississippi, published as follows in the "Official Bulletin" of May 4. Soldiers stationed within the borders of the United States, it will be seen, are to be allowed to vote, but as far as those on foreign soil are concerned the conclusion has been reached that their vote can not be taken without serious interference with military efficiency:

**WAR DEPARTMENT. THE ADJUTANT-GENERAL'S OFFICE,**  
*Washington, April 22 1918.*

*Hon. James K. Vardaman, United States Senate;*

*Dear Sir.—In response to your request for information relative to the arrangements which have been made for taking the votes of soldiers at the various State elections I have the honor to inform you as follows:*

*It has been decided by the department that, so far as the soldiers stationed within the borders of the United States are concerned, their votes at either a primary or a general election may be taken by the several State governments without serious interference with military operations or with the training and discipline of the men. Pursuant to this decision the following order was issued to all commanding officers in the United States:*

*"Upon application by the Secretary of State or other proper officer of a State Government to the commanding officer of a department or division for permission to take and secure the vote of the officers and soldiers of said State serving in said command and within the borders of the United States for either a primary or general election of said State such commanding officer shall specify a place or places where all such officers and soldiers in such command may exercise their State franchise and shall allow the properly qualified election officers of such State the opportunity to secure the votes of its citizens in such command at the place or places so designated and at or during such specified period or periods of time, and*

conforming as near as may be to the request of said State officer in this respect as shall not interfere with military efficiency. The place or places so designated shall be in such proximity to each and all sections of the troops as will permit them, under the regulations prescribed, to make deposit of their several ballots. Such election officers shall be permitted, if they desire, to erect at said place or places such inclosure or inclosures as may be necessary for the conduct of such election, and at said place or places, but not elsewhere, to disseminate information and literature for the instruction of the voter as to the method to be pursued by him in the marking and casting of his ballot; but this latter privilege shall not be construed to permit the dissemination of information or literature calculated to influence the voter in the exercise of his franchise."

As to the soldiers in France or on other foreign soil in the theatre of war, the department has reached the decision that their vote can not be taken without serious interference with military efficiency. Very respectfully,

H. P. McCAIN,  
The Adjutant-General.

#### RULES FOR MAILING LETTERS AND PARCELS TO PRISONERS OF WAR.

A circular giving the rules governing the mailing of letters and parcels intended for prisoners of war has been issued by the War Department. The Department makes the following announcement relative thereto:

For the information of friends of American soldiers who are prisoners of war the War Department has prepared the following circular relative to the possibility of communication with them:

Prisoners of war are entitled to receive and send letters, money orders, and valuables, as well as parcels by post (not exceeding 11 pounds in weight) when intended for international mail, free from all postal duties.

Domestic mail and money orders are subject to the regular postage charges and money-order fees, respectively, as no provision is made for the free transmission in the domestic mails of the United States of matter mailed by a prisoner of war in this country to a person residing therein nor for the mailing by a person in this country of matter addressed to a prisoner of war who is detained in the United States.

All mail should be plainly addressed to the prisoner of war, giving his rank, full name, and the name of the prison camp where held (if known), followed by "Prisoner of War Mail, via New York." Mail intended for prisoners of war of enemy countries interned in the United States should be addressed to them by name, followed by the designation of the war prison barracks where interned.

In addition, all prisoner-of-war mail should bear the name and address of the sender written in the upper left hand corner, and in the case of parcel-post packages the relationship of the sender to the prisoner of war addressed should be clearly stated, immediately following the sender's name. Parcel-post packages for prisoners in enemy countries may not be sent by organizations or societies, and only one such package per month may be sent to any one prisoner of war, the limit of weight for each package being 11 pounds. If more are received the one apparently from the prisoner's next of kin will be forwarded and the others held in New York pending communication with the sender, with whose consent such excess packages may be forwarded to some other prisoner of war who, in that particular month, has received no package from any source. If such consent be not given the packages will be returned to the sender.

Only the following articles may be included in packages sent to prisoners of war: Belts (not made of leather), brushes (hair, hand, tooth, shaving, and shoe), buttons, candy (hard), cigars, cigarettes, comb, crackers or biscuits, gloves (not made of leather), handkerchiefs, knife (pocket), needles and thread, pencils, pens, penholders, pins, pipes, safety razors and blades, shaving soap, powder or cream, scarf, shirts, socks, shoe laces (not made of leather), smoking or chewing tobacco, soap (toilet), socks, sweaters, tooth powder (paste or liquid mouth wash), towels, underwear, personal photographs, periodicals published prior to the beginning of the war.

Letters and parcels received for, or dispatched by, prisoners of war will be subject to a careful censorship. No communication will be permitted to contain any statement, allusion, or suggestion of a nature to be of assistance to an enemy or ally of an enemy, nor shall any statement therein contained relate to any commercial transactions. Mail articles for prisoners of war shall not be registered.

All of these provisions apply to prisoners of war of any nationality wherever they may be confined, whether in neutral, allied, or enemy countries.

#### WILLIAM H. TAFT AND FRANK P. WALSH TO ACT AS MEDIATORS IN TELEGRAPHERS CONTROVERSY.

In the controversy which has arisen during the last few weeks between the members of the Commercial Telegraphers Union of America and the Western Union and Postal Telegraph companies, the National War Labor Board ruled on May 10 that under the national labor agreement entered into on March 29 and approved by President Wilson on April 8 the companies must not, if they are to abide by the decision made, discharge employees because they are organized. As a result of the differences between the companies and the telegraphers, brought about through the discharge, it is understood, of 100 employees because of their affiliation with the Commercial Telegraphers Union of America, a strike of 30,000 telegraphers was threatened, to take effect April 28 unless immediate means of mediation were instituted. The strike was averted through an appeal of Secretary of Labor Wilson; it was announced on April 28 that an invitation to present the telegraphers' grievances before the National War Labor Board had been received by Sylvester J. Konenkamp of Chicago, President of the Commercial Telegraphers' Union. The announcement followed a meeting which Mr. Konenkamp said was attended by about 260 telegraphers to protest against the alleged discharge of operators who had joined the union. On May 1 the Western Union and Postal Telegraph companies were requested by the National War Labor Board not to dis-

charge employees on account of membership in the telegraphers' unions pending a decision by the Board of Complaints. On that date Mr. Konenkamp was reported to have announced that he would not sanction a strike pending an adjustment of the controversy. His announcement was said to have followed the receipt of a telegram from Newcomb Carlton, President of the Western Union, refusing to comply with the Board's request that the company refrain from discharging employees who join the union until after the Board could hear both sides to the controversy. Mr. Carlton agreed to appear May 8 to state the reasons why the company had determined not to retain in its employ men who affiliate with the union. Earlier in the day Mr. Konenkamp had told the Board that the question of a strike rested with the men, and that he would go to New York and Chicago to confer with them. In announcing later his compliance with the request of the Board not to sanction a strike, Mr. Konenkamp said the men appreciated that "this is not the time to accept challenges to fight" if peace can be had by other means. His statement said:

The labor members of the National War Labor Board have urged me not to sanction a strike despite the attitude of the telegraph companies in refusing to establish a truce between now and next Wednesday, and I have consented to await the decision of the Labor Board.

The labor members laid stress upon the necessity of complying with the President's proclamation, even though such a course involves even greater and more extensive lockouts than have already taken place so that it might be shown to the nation that labor is loyal to the Government at all times.

In taking this step, I realize that it will meet with some criticism from our members, who resent the arrogant attitude of the officials of the Western Union and Postal Telegraph companies. The assurance that the Board has power to sustain its decision, however, will give our people confidence that their rights will be recognized in the end.

The intimation of President Carlton that we could not tie up the telegraph companies if we wished is nothing new. His predecessor, Colonel Clowry, was equally confident in 1907. We feel that this is not the time to accept challenges to fight and we want peace. If possible to get it honorably.

On the 10th inst. the National War Labor Board announced that former President William H. Taft and Frank P. Walsh, joint Chairmen of the War Labor Board, had been instructed to act as mediators, the Board's statement being as follows:

Mr. Taft and Mr. Walsh have been directed by the Board to take up the mediation of the differences between the Western Union and Postal Telegraph companies and the telegraph operators with a view to an amicable adjustment of their differences. The Board takes this occasion earnestly to request all persons faithfully to abide by its declarations of principles to govern the relations between workers and employers, of date March 29 1918 and proclaimed by the President in his proclamation of the 8th of April 1918, to the end that all employees shall be retained and continue in their respective employments and the maximum of production thus maintained.

#### RECOMMENDATIONS OF REPRESENTATIVES OF CAPITAL AND LABOR CALLED TO OUTLINE RELATIONS DURING WAR.

The creation for the period of the war of a National War Labor Board for the settlement by mediation of labor disputes, was recommended in the report of the War Labor Conference Board presented to U. S. Secretary of Labor William B. Wilson on March 29. The Conference Board which was delegated to aid in the formation of a national labor program for the duration of the war, was named in February, its members consisting of five representatives of employers chosen by the National Industrial Conference Board and five representatives of labor, chosen by the American Federation of Labor. In addition, two representatives of the public, namely, William H. Taft, ex-President of the United States, and Frank P. Walsh of Kansas City, formerly Chairman of the Federal Commission on Industrial Relations, were members of the Committee, making twelve conferees in all. They began their conferences in Washington on Feb. 25. With reference to the principles and policies which should govern relations between workers and employees during the war, it was agreed by the Conference Board that there should be no strikes or lockouts during the war. The report recognized and affirmed the right of workers and employers to organize in trade unions and in associations of groups respectively and to bargain collectively through chosen representatives; it was furthermore agreed that employers should not discharge workers for membership in trade unions, nor for legitimate trade union activities, and that the workers should not use coercive measures of any kind to induce persons to join their organizations nor to induce employers to bargain or deal therewith. The report and its recommendations were contained in the following communication to Secretary of Labor Wilson made public on March 31.

Washington, D. C., March 29 1918.

Honorable William B. Wilson, Secretary of Labor:

Sir: The Commission of representatives of employers and workers elected in accord with the suggestion of your letter of Jan. 28 1918 to aid

in the formulation, in the present emergency, of a national labor program, present to you, as a result of their conferences, the following:

(a) That there be created, for the period of the war, a National War Labor Board of the same number and to be selected in the same manner and by the same agencies as the Commission making this recommendation:

(b) That the functions and powers of the National Board shall be as follows:

1. To bring about a settlement, by mediation and conciliation of every controversy arising between employers and workers in the field of production necessary for the effective conduct of the war.

2. To do the same thing in similar controversies in other fields of national activity, delays and obstructions in which may, in the opinion of the National Board, affect detrimentally such production.

3. To provide such machinery by direct appointment, or otherwise, for selection of committees or boards to sit in various parts of the country where controversies arise to secure settlement by local mediation and conciliation.

4. To summon the parties to the controversy for hearing and action by the National Board in case of failure to secure settlement by local mediation and conciliation.

(c) If the sincere and determined effort of the National Board shall fail to bring about a voluntary settlement, and the members of the Board shall be unable unanimously to agree upon a decision, then and in that case and only as a last resort, an umpire appointed in the manner provided in the next paragraph shall hear and finally decide the controversy under simple rules of procedure prescribed by the National Board.

(d) The members of the National Board shall choose the umpire by unanimous vote. Failing such choice, the name of the umpire shall be drawn by lot from a list of ten suitable and disinterested persons to be nominated for the purpose by the President of the United States.

(e) The National Board shall hold its regular meetings in the City of Washington, with power to meet at any other place convenient for the Board and the occasion.

(f) The National Board may alter its methods and practice in settlement of controversies hereunder, from time to time as experience may suggest.

(g) The National Board shall refuse to take cognizance of a controversy between employer and workers in any field of industrial or other activity where there is by agreement or Federal law a means of settlement which has not been invoked.

(h) The place of each member of the National Board unavoidably detained from attending one or more of its sessions may be filled by a substitute to be named by such member as his regular substitute. The substitute shall have the same representative character as his principal.

(i) The National Board shall have power to appoint a Secretary, and to create such other clerical organization under it as may be in its judgment necessary for the discharge of its duties.

(j) The National Board may apply to the Secretary of Labor for authority to use the machinery of the Department in its work of conciliation and mediation.

(k) The action of the National Board may be invoked in respect to controversies within its jurisdiction, by the Secretary of Labor or by either side in a controversy or its duly authorized representative. The Board, after summary consideration, may refuse further hearing if the case is not of such character or importance to justify it.

(l) In the appointment of committees of its own members to act for the Board in general or local matters, and in the creation of local committees, the employers and the workers shall be equally represented.

(m) The representatives of the public in the Board shall preside alternately at successive sessions of the Board or as agreed upon.

(n) The Board in its mediating and conciliatory action, and the umpire in his consideration of a controversy, shall be governed by the following principles:

#### PRINCIPLES AND POLICIES TO GOVERN RELATIONS BETWEEN WORKERS AND EMPLOYEES IN WAR INDUSTRIES FOR THE DURATION OF THE WAR.

##### There Should Be No Strikes or Lockouts During the War.

###### Right To Organize.

1. The right of workers to organize in trade unions and to bargain collectively, through chosen representatives, is recognized and affirmed. This right shall not be denied, abridged or interfered with by the employers in any manner whatsoever.

2. The right of employers to organize in associations of groups and to bargain collectively, through chosen representatives, is recognized and affirmed. This right shall not be denied, abridged or interfered with by the workers in any manner whatsoever.

3. Employers should not discharge workers for membership in trade unions, nor for legitimate trade union activities.

4. The workers, in the exercise of their right to organize, shall not use coercive measures of any kind to induce persons to join their organizations, nor to induce employers to bargain or deal therewith.

###### Existing Conditions.

1. In establishments where the union shop exists the same shall continue and the union shop exists the same shall continue and the union standards as to wages, hours of labor and other conditions of employment shall be maintained.

2. In establishments where union and non-union men and women now work together, and the employer meets only with employees or representatives engaged in said establishments, the continuance of such condition shall not be deemed a grievance. This declaration, however, is not intended in any manner to deny the right, or discourage the practice of the formation of labor unions, or the joining of the same by the workers in said establishments, as guaranteed in the last paragraph, nor to prevent the War Labor Board from urging, or any umpire from granting, under the machinery herein provided, improvement of their situation in the matter of wages, hours of labor, or other conditions, as shall be found desirable from time to time.

3. Established safe-guards and regulations for the protection of the health and safety of workers shall not be relaxed.

###### Women in Industry.

If it shall be become necessary to employ women on work ordinarily performed by men, they must be allowed equal pay for equal work and must not be allotted tasks disproportionate to their strength.

###### Hours of Labor.

The basic eight hour day is recognized as applying in all cases in which existing law requires it. In all other cases the question of hours of labor shall be settled with due regard to Governmental necessities and the welfare, health and proper comfort of the workers.

###### Maximum Production.

The maximum production of all war industries should be maintained and methods of work and operation on the part of employers or workers

which operate to delay or limit production, or which have a tendency to artificially increase the cost thereof, should be discouraged.

###### Mobilization of Labor.

For the purpose of mobilizing the labor supply with a view to its rapid and effective distribution, a permanent list of the number of skilled and other workers available in different parts of the nation shall be kept on file by the Department of Labor, the information to be constantly furnished:

1. By the trade unions.
2. By State employment bureaus and Federal agencies of like character.
3. By the managers and operators of industrial establishments throughout the country.

These agencies should be given opportunity to aid in the distribution of labor, as necessity demands.

###### Custom of Localities.

In fixing wages, hours and conditions of labor regard should always be had to the labor standards, wage scales, and other conditions, prevailing in the localities affected.

###### The Living Wage.

1. The right of all workers, including common laborers, to a living wage is hereby declared.

2. In fixing wages, minimum rates of pay shall be established which will insure the subsistence of the workers and his family in health and reasonable comfort.

(Signed).

LOYALL A. OSBORNE,

L. F. LOREE,

W. H. VAN DERVOORT,

C. E. MICHAEL,

B. L. WORDEN.

FRANK J. HAYES,

WM. L. HUTCHESON,

THOMAS J. SAVAGE,

VICTOR A. OLANDER,

T. A. RICKERT,

WM. H. TAFT.

Of the foregoing the representatives of employers, chosen by the National Industrial Conference Board were Mr. Osborne of New York City, Vice-President Westinghouse Electric & Manufacturing Co., Chairman of the executive committee of the National Industrial Conference Board; Mr. Van Dervoort of East Moline, Ill., President of Root & Van Dervoort Engineering Co.; Mr. Loree, New York, of the Delaware & Hudson Co.; Mr. Michael, Roanoke, Va., President of the Virginia Bridge & Iron Co., and Mr. Worden, Vice-President of the Submarine Boat Corporation; Charles F. Brooker, of Ansonia, Conn., President of the American Brass Co., had originally been asked to serve as a representative of the employers, but with his inability to accept the invitation, Mr. Worden was named in his place.

Mr. Walsh on May 10 announced that Mr. Loree had been unable to continue his membership with the Board, and that F. C. Hood of the Hood Rubber Co. of Boston had been named to succeed him.

The representatives of the workers, chosen by the American Federation of Labor were: Mr. Hayes of Indianapolis, Ind., President United Mine Workers of America; Mr. Hutcheson, President United Brotherhood of Carpenters and Joiners of America, Indianapolis, Ind.; Mr. Olander of Chicago, representative International Seamen's Union of America; Mr. Rickert of Chicago, President United Garment Workers of America, and Mr. Savage. Mr. Savage replaced J. A. Franklin of Kansas City, Kan., President of the Brotherhood of Boilermakers and Iron Shipbuilders of America, who had been named originally, but who was unable to serve. Separate statements, supplementary to the report were issued by Messrs. Taft and Walsh. The following was Mr. Taft's statement:

I am profoundly gratified that the conference appointed under the direction of Secretary Wilson has reached an agreement upon the plan for a National Labor Board to maintain maximum production by settling obstructive controversies between employers and workers. It certainly is not too much to say that it was due to the self-restraint, tact and earnest patriotic desire of the representatives of the employers and the workers to reach a conclusion. I can say this with due modesty, because I was not one of such representatives. Mr. Walsh and I were selected as representatives of the public. Personally it was one of the pleasant experiences of my life. It brought me into contact with leaders of industry and leaders of labor, and my experience gives me a very high respect for both. I am personally indebted to all of the Board, but especially to Mr. Walsh, with whom as the only other lawyer on the Board, it was necessary for me to confer frequently in the framing of the points which step by step the conference agreed to. Of course the next question is "Will our plan work?" I hope and think it will if administered in the spirit in which it was formulated and agreed upon.

The statement made by Mr. Walsh follows:

The plan submitted represents the best thought of capital and labor as to what the policy of our Government with respect to industrial relations during the war ought to be. Representing capital were five of the largest employers in the nation, but one of whom had ever dealt with trade unions, advised and counselled by ex-President Taft, one of the world's proven great administrators and of the very highest American type of manhood. The representatives of the unions upon the Board were the national officers of unions engaged in war production and numbering in their ranks considerably over one million men and women.

The principles declared might be called an industrial chart for the Government securing to the employer maximum production, and to the worker the strongest guaranty of his right to organization and the healthy growth of the principles of democracy as applied to industry, as well as the highest protection of his economic welfare while the war for human liberty everywhere is being waged. If the plan is adopted by the Government, I am satisfied that there will be a ready and hearty acquiescence therein by the employers and workers of the country so that the volume of production may flow with the maximum of fruitfulness and speed. This is absolutely essential to an early victory. The industrial army, both planners and workers, which are but other names for employers and employees, is second

only in importance and necessity to our forces in the theatre of war. Their loyal co-operation, and enthusiastic effort, will win the war.

Ernest Bohm, Secretary of the Central Federated Union, according to the New York "Times" of April 1, stated that he believed the recommendations of the War Labor Conference Board would be adopted by President Wilson, would be accepted by all unions, and would prevent serious strikes to the end of the war. He was further quoted as saying:

"It looks to me like a very fair platform. While it deprives organized labor of the right to obtain redress of its grievances by strikes, it seems to provide full hearings for all grievances under conditions which should insure fair awards. It is difficult to predict how any plan which is only on paper will work out, but I do not believe there will be any more strikes of consequence."

The appointment of the Conference Board was referred to in these columns Feb. 23. The following is President Wilson's proclamation of April 8 approving the creation of the National War Labor Board and outlining its powers:

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

*A Proclamation.*

Whereas, in January 1918 the Secretary of Labor, upon the nomination of the President of the American Federation of Labor and the President of the National Industrial Conference Board, appointed a War Labor Conference Board for the purpose of devising for the period of the war a method of labor adjustment which would be acceptable to employers and employees; and

Whereas, Said Board has made a report recommending the creation for the period of the war of a national war labor board with the same number of members as, and to be selected by the same agencies, that created the War Labor Conference Board, whose duty it shall be to adjust labor disputes in the manner specified, and in accordance with certain conditions set forth in the said report; and

Whereas, the Secretary of Labor has, in accordance with the recommendation contained in the report of said War Labor Conference Board dated March 29 1918, appointed as members of the National War Labor Board Hon. William Howard Taft and Hon. Frank P. Walsh, representatives of the general public of the United States; Messrs. Loyall Z. Osborne, L. F. Loree, W. H. Van Dervoort, C. E. Michael and B. L. Worden, representatives of the employers of the United States; and Messrs. Frank J. Hayes, William L. Hutcheson, William H. Johnston, Victor A. Olander and T. A. Rickert, representatives of the employees of the United States;

Now, therefore, I, Woodrow Wilson, President of the United States of America, do hereby approve and affirm the said appointments and make due proclamation thereof and of the following for the information and guidance of all concerned:

The powers, functions and duties of the National War Labor Board shall be: To settle by mediation and conciliation controversies arising between employers and workers in fields of production necessary for the effective conduct of the war, or in other fields of national activity, delays and obstructions which might, in the opinion of the National Board, affect detrimentally such production; to provide, by direct appointment or otherwise, for committees or boards to sit in various parts of the country where controversies arise and secure settlement by local mediation and conciliation; and to summon the parties to controversies for hearing and action by the National Board in event of failure to secure settlement by mediation and conciliation.

The principles to be observed and the methods to be followed by the National Board in exercising such powers and functions and performing such duties shall be those specified in the said report of the War Labor Conference Board dated March 29 1918, a complete copy of which is hereto appended.

The National Board shall refuse to take cognizance of a controversy between employer and workers in any field of industrial or other activity where there is by agreement or Federal law a means of settlement which has not been invoked.

And I do hereby urge upon all employers and employees within the United States the necessity of utilizing the means and methods thus provided for the adjustment of all industrial disputes, and request that during the pendency of mediation or arbitration through the said means and methods there shall be no discontinuance of industrial operations which would result in curtailment of the production of war necessities.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done in the District of Columbia, this eighth day of April in the year of our Lord 1918, and of the independence of the United States the 142d.

(Seal.) WOODROW WILSON.

By the President:

ROBERT LANSING, Secretary of State.

VIEWS AS TO FREE PORT AT SAVANNAH.

A questionnaire, asking for an expression of opinion from various manufacturers having a large foreign trade, as to the advantages to be derived by them in the event of the establishment of a free port at Savannah, was recently sent out by William Morris Imbrie & Co. of New York. A number of interesting replies were received. The following summary of the answers was made public on March 28:

In favor of establishing Free Zones	93.5%	Would land non-dutiable goods in Free Zone	35.0%
Especially in favor	23.8%	Would not land non-dutiable goods there	20.0%
Against	6.5%	Uncertain	45.0%
Would use Free Zone for re-packing, &c.	33.0%	Would benefit from exhibits in Free Zone	35.0%
Would not use it for re-packing	33.0%	Would not benefit	30.0%
Uncertain	33.0%	Uncertain	35.0%
Would find it advantageous to manufacture in Free Zone	26.0%	<b>Financing Methods—</b>	
Would not find it advantageous to manufacture	54.0%	Federal	42.0%
Uncertain	20.0%	Private	6.0%
Think Free Zone would eliminate delay in loading and unloading	30.0%	State	6.0%
Would not eliminate delay	20.0%	Combination of Federal and other methods	23.0%
Uncertain	45.0%	Uncertain	23.0%

GERMAN COMBINATION TO BOYCOTT PRO-ALLY NEUTRALS.

The formation at Bremen of a huge combine to be known as the "Europoesche Handelsgesellschaft" by a number of German and Austro-Hungarian concerns, including the German Oriental Company, the North German Lloyd Steamship Company and the Lohmans was reported in dispatches from Christiana on April 28. The purpose of the combination, it was stated, was to control and centralize the import trade in war products of all kinds, and in raw materials from Russia, Persia, Manchuria, China, Turkestan, Rumania and Finland. The dispatches added:

It is intended to organize a union of all exporters in these countries who had pre-war business relations with Germany and to exclude neutrals who deal with Entente countries from all products handled and from all commerce with the Central Powers.

It is purposed also to organize a boycott and undermine the financial and commercial position of pro-Entente neutrals and to form in the Central Powers a commercial block, which will include friendly neutrals.

Officially the combine will liquidate one year after peace is signed, but will continue unofficially.

BANKING AND FINANCIAL NEWS.

No sales of bank stocks were made at the Stock Exchange this week. Twenty-five shares of trust company stock and no bank stocks were sold at auction.

Shares. TRUST COMPANY. Low. High. Close. Last previous sale. 25 Metropolitan Trust Co. 306 3/4 306 3/4 306 3/4 April 1915—407

A New York Stock Exchange membership was reported posted for transfer this week, the consideration being stated as \$53,000, against \$55,000 the last preceding transaction.

At the annual election of the New York Stock Exchange on May 13 H. G. S. Noble was re-elected President and Charles M. Newcombe, Treasurer. On the regular ticket, which was the only one voted, Henry C. Lawrence was elected Trustee of the Gratuity Fund for a period of five years. The following were elected members of the Governing Committee to serve four years: Oliver C. Billings, Dexter Blagden, Jay F. Carlisle, Donald G. Geddes, Robert Gibson, William A. Greer, R. T. H. Halsey, J. Prentiss Kellogg, James B. Mabon and Samuel F. Streit. Henry E. Montgomery was elected a member of the Governing Committee to serve three years, and Edwin M. Carter, to serve two years, while Jerome J. Danzig was elected to serve one year.

Robert J. Hillas, President of the Fidelity & Casualty Co. of America, has been elected a trustee of the Franklin Trust Co., and Lucius Wilmerding has also been elected a trustee of the same company to fill the vacancy created by the death of R. Bayard Cutting.

At a meeting this week of the trustees of the New York Trust Company, of this city, Arthur J. Cumnoch of Catlin & Co. was elected a trustee to fill a vacancy.

Acting on a proposition to increase the capital of the Fifth Avenue Bank of this city from \$100,000 to \$200,000 will be taken by the stockholders at a special meeting to be held on May 27. The stock is in shares of \$100 each; it is quoted at \$3,500 bid and \$4,000 asked.

The bond department of the Equitable Trust Co. of New York has issued an interesting pamphlet, showing in graphic form the price range and yield of standard railroad bonds from 1913 to 1918, and outlining the many investment opportunities available among the underlying bond issues of reorganized railroads.

At a meeting of the directors of the Rhode Island Hospital Trust Co. of Providence on May 14, G. Burton Hibbert was elected an Assistant Secretary.

Announcement of the assignment in Boston of Codman, Fletcher & Co., members of the Boston and New York stock exchanges, was made on the 15th inst. B. A. Brinkley, of the firm of McLellan, Carney & Brinkley, was named as assignee. It was later stated that an involuntary petition in bankruptcy had been filed in the U. S. District Court at Boston against Alfred Codman, Laurence B. Fletcher and Samuel Colt, constituting the firm of Codman, Fletcher & Co.; four creditors, whose claims aggregated \$600, filed the petition. It is understood that the firm's liabilities approximate \$500,000 and its assets \$300,000. According to Mr. Fletcher, the immediate causes of the assignment were large

cash withdrawals by customers, a law suit and an attachment. He believes that the value of the firm's seats on the New York and Boston stock exchanges will very nearly cover the liabilities. The assignee believes that at current market prices for securities all creditors can be paid at something better than 50 cents on the dollar, if claims are not unduly pressed. The firm was formed Jan. 1 1917. Prior to that it was known as W. G. Nickerson & Co. Alfred Codman, senior member of the firm, holds a seat on the New York Stock Exchange. L. B. Fletcher has been a member of the Boston Exchange since Jan. 24 1911. Mr. Colt was admitted to the firm a year ago.

O. Howard Wolfe has resigned as Cashier of the Philadelphia National Bank of Philadelphia, Pa., effective May 20, to engage in Y. M. C. A. field service with the American Army in France. Horace Fortescue, Vice-President, was appointed Cashier, and will perform the duties of both offices.

L. A. Lewis of Williamsport, Pa., has been appointed Cashier of the Broad Street Bank in Philadelphia, succeeding Erwin G. Stein, who resigned following his election as Secretary and Treasurer of the Roxborough Trust Co.

The directors of the Allentown National Bank at Allentown, Pa., on April 20 appointed as Cashier Frank M. Cressman, formerly Assistant Cashier, to fill the vacancy caused by the resignation of John F. Wenner. The other Assistant Cashier, Chas. S. Dilcher, who is said to have preferred to retain his present position, received a substantial increase in salary in recognition of his faithful services. Mr. Wenner will continue as a director and member of the executive committee. Mr. Wenner asked that he be relieved from the duties of Cashier in furtherance of his desire to be freed from business cares. He had been Cashier since January 1909.

J. S. M. Phillips, heretofore Vice-President of the Continental Trust Co. of Pittsburgh, has resigned in order to become the executive head of the Thomas Spacing Machine Co. of that city.

A change in the name of the German-American Savings Bank Co. of Cleveland, to the American Savings Bank Co., has been approved by the directors. The stockholders will take action on June 6 with regard to amending the articles of incorporation in furtherance of the proposed change, and the new title will be adopted after June 16 1918.

The Ohio State Superintendent of Banks, P. C. Berg, announced on May 4 that the affairs of the defunct Columbus Savings & Trust Co., which closed its doors in February 1912, have now been wound up. A final dividend of  $\frac{1}{4}$  of 1% will shortly be distributed to the depositors, making a total return to them of 68.75% of their claims. In his statement the Superintendent of Banks sets forth that the heavy loss to both demand and savings depositors was due largely to the shrinkage in reducing the assets to liquid form. For example, the office building in which the bank was housed was carried in the assets at \$1,050,000, but was sold to the Depositors' Realty Company in January 1914 for \$633,350. Losses on bonds and securities, sustained principally through the sale of the stock of the Columbus Urbana & Western Railway, amounted to \$352,594. Loans and discounts showed a loss of \$209,526. Total losses on assets were \$1,071,386. The Columbus Savings & Trust Co. was founded in 1883 as the Columbus Savings Association, its name being changed to the former in 1901. At the time of the failure it had a capital of \$610,000. A sum aggregating more than \$12,000 representing unclaimed deposits and dividends will be deposited with the State Treasurer to await the rightful owners.

At the annual meeting of the Mercantile Trust Company of San Francisco, Joseph Hyman was elected a Vice-President and J. C. Bovey was made Assistant Secretary. The full list of officers elected follows: Henry T. Scott, President; John D. McKey, F. G. Drum and Joseph Hyman, Vice-Presidents; W. F. Berry, Secretary and Cashier; O. Ellinghouse, F. O. Cooke and Thos. M. Paterson, Assistant Secretaries and Assistant Cashiers; J. C. Bovey, Assistant Secretary; R. M. Sims, Trust Officer, and Paul McDonald, Assistant Trust Officer.

An interesting analysis of the distribution of shares of the Bank of British North America (the consolidation of which with the Bank of Montreal has practically been accomplished and to which reference was made in these columns in our issues of March 23 and April 13) was given in the annual statement of the bank recently submitted. This analysis showed 20,000 shares (par £50) were held by 1,895 stockholders and that the individual holding of each stockholder was approximately 10 shares. It also showed that almost two-thirds of the stock was held in Great Britain and Ireland and practically the whole of the remaining one-third in Canada, only 651 shares being held elsewhere. The head office of the bank is at London.

The proposed amalgamation of the Northern Crown Bank (head office Winnipeg) with the Royal Bank of Canada (head office Montreal) reference to which has been made in these columns in recent issues of the "Chronicle" was unanimously ratified by the stockholders of the former institution on May 7. As the directors and shareholders of the Royal Bank of Canada had primordially given their consent to the plan, the merger is now an assured fact and will go into effect on the second of July. The official notice of the merger printed in the Montreal "Gazette" of May 8 says in part: "The Northern Crown Bank agrees to sell and the Royal Bank of Canada agrees to purchase all the real and personal properties, assets, rights, credits and effects of the Northern Crown Bank of whatever kind, and wheresoever situated, and whereby in consideration for such sale and purchase the Royal Bank of Canada agrees to allot and issue to the Northern Crown Bank, or to its nominees, ten thousand eight hundred and eighty-three (10,883) fully paid shares of the capital stock of the Royal Bank of Canada of the par value of \$100 each, and amounting in all to the par value of one million eighty-eight thousand three hundred dollars (\$1,088,300) and to pay to the Northern Crown Bank the sum of five hundred and seventy-six thousand nine hundred and seventy dollars (\$576,970) in cash and whereby the Royal Bank of Canada undertakes to assume, pay, discharge, perform and carry out all the debts, liabilities, contracts and obligations of the Northern Crown Bank (including notes issued and intended for circulation outstanding and in circulation and leasehold obligations)." Under the consolidation all the branches of the Northern Crown Bank, 112 in number, of which 97 will remain open and will become branches of the Royal Bank of Canada, giving the latter institution 522 separate offices. The capital of the enlarged bank will be \$14,000,000; it will have a reserve fund of \$15,000,000. The par value of the shares will be as heretofore, \$100 per share. The officers of the Royal Bank will be unchanged. Sir Herbert S. Holt is President, E. L. Pease is Vice-President and Managing Director and E. F. B. Johnson, K. C., Second Vice-President.

The opening for business of the New Liberty Bank & Trust Company of New Orleans, located at 229 Baronne St., occurred on Monday, May 6. The occasion was marked by the presentation of souvenir pass books to all first day depositors. The institution has a capital of \$200,000. J. H. Tharp is President. The directors include Peter P. Gluck of Shepard & Gluck, cotton brokers, New Orleans; Lieutenant John M. Caffery, U. S. A.; Robert Werk, manufacturer, New Orleans; Samuel P. Schwing, President of Schwing Lumber Company, New Orleans; Duncan Buie, President of the State Highway Commission, New Orleans; James H. Tharp, President; A. P. Cantrelle, planter of Terrebonne & Rapides, Houma, La.; L. W. Gilbert, Manager of Dibert Stark & Brown Lumber Company, Donner, La.; A. B. Hundley, capitalist, Alexandria, La.; and Charles A. Smith, planter and banker, Valverda, La. The other officers serving with President Tharp are Sterling Armstrong, Cashier; Jos. T. Villio, Assistant Cashier.

George N. O'Brien, President of the American National Bank of San Francisco, announces the return of Russell Lowry to the institution on May 1, in the captivity of Vice-President. Mr. Lowry, late in 1914, severed his connection with the American National, in order to become Deputy Governor of the Federal Bank of San Francisco. In 1915 Mr. Lowry left the Federal Reserve Bank to become President of the First National Bank of Oakland.

## THE ENGLISH GOLD AND SILVER MARKETS.

We reprint the following from the weekly circular of Samuel Montagu & Co. of London, written under date of April 25 1918:

## GOLD.

The Bank of England gold reserve against its note issue shows a trifling decrease of £18,735, as compared with last week's return.

## SILVER.

The price has now reached a point at which silver costing a dollar per fine ounce on the other side of the Atlantic can be supplied to this market at a reasonable profit (insurance, carriage, &c., included.) Unless something unexpected happens future movements of the price are likely to be on a very limited scale.

An important act of legislation has been passed by the U. S. Senate, which, whilst demonstrating the cordial co-operation in finance between the U. S. A. and Great Britain, relieves the strain of providing silver for Indian coinage. The bill grants power to melt 350,000,000 silver dollars about 271,000,000 fine ounces), and to dispose of the bullion, to be replaced by subsequent purchases. As information has been cables from India that the Indian Government has secured 150,000,000 ounces from the U. S. Government, further 121,000,000 ounces are available for such purposes as the U. S. Government may decide.

The amount of 150,000,000 ounces is sufficient to provide 4,363 lacs of rupees, a sum which should be adequate to meet currency demands for some considerable time. It was announced in Parliament yesterday that about 198,000,000 fine ounces had been purchased for coinage between February 1915 and Mar. 31 1918 (average price 39.03d.). The holdings of silver by the Indian Treasury on Jan. 31 1915 was 3,030 lacs, and on Mar. 31 1918 1,079 lacs—a reduction of 1,951 lacs. As 198 million ounces of silver can be minted into 5,760 lacs of rupees, the net absorption in the period mentioned was 7,711 lacs. Therefore, even at the high rate of absorption indicated, 150 million fine ounces of silver would suffice to maintain the silver holding at the same level for about 21½ months.

The Indian currency returns given below, show an increase in the silver holding of 215 lacs. By a new arrangement the total on April 15 includes silver in, or en route from the United States.

(In lacs of rupees).

	Mar. 31.	Apr. 7.	Apr. 15.
Notes in circulation	9,979	9,745	10,183
Reserve in silver coin and bullion	1,079	1,044	1,259
Gold coin and bullion in India	2,685	2,486	2,330
Gold out of India	67	67	45

The stock in Shanghai on the 20th inst. consisted of about 32,600,000 ounces in sycee and 14,700,000 dollars, as compared with about 32,250,000 ounces in sycee and 14,700,000 dollars on the 13th inst.

Quotations for bar silver per ounce standard:

April 19.	47 3/4 d.	Average	18.75 d.
" 20.	48 1/4 d.	Bank rate	5%
" 22.	49 d.	Bar gold per ounce standard	.77s. 9d.
" 23.	49d.		
" 24.	49 1/4 d.	No quotation fixed for forward de-	
" 25.	49 3/4 d.	livery.	

The quotation to-day for cash delivery is twopence above that fixed a week ago.

## ENGLISH FINANCIAL MARKETS—PER CABLE.

The daily closing quotations for securities, &c., at London, as reported by cable, have been as follows the past week:

London.	May 11.	May 12.	May 13.	May 14.	May 15.	May 16.	May 17.
Week ending May 17.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	
Silver, per oz.	d. 49 1/4	48 1/4	48 1/4	48 1/4	48 1/4	48 1/4	
Consols, 2 1/2 per cents.	Holiday	56 1/4	56 1/4	56 1/4	56 1/4	56 1/4	
British, 5 per cents.	"	93 1/4	93 1/4	93 1/4	93 1/4	93 1/4	
British, 4 1/2 per cents.	"	99 1/4	99 1/4	99 1/4	99 1/4	99 1/4	
French Rentes (in Paris) fr.	58.75	58.75	58.75	58.75	58.75	58.75	59.00
French War Loan (in Paris)	fr.	87.65	87.65	88.70			

The price of silver in New York on the same days has been:

Silver in N. Y., per oz.—cts.	99 1/4	99 1/4	99 1/4	99 1/4	99 1/4	99 1/4
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## TRADE AND TRAFFIC MOVEMENTS.

ANTHRACITE COAL SHIPMENTS.—The shipments of anthracite coal for April, as reported to the Anthracite Bureau of Information at Philadelphia, Pa., were 6,368,373 tons, as against 5,592,299 tons for the same month last year. Shipments for the calendar year to date aggregate 25,095,615 tons, as compared with 23,700,531 tons for the corresponding period in 1917. The official report says:

The shipments of anthracite in April 1918 amounted to 6,368,372 tons, an increase of 776,074 tons, or almost 14%, over those of the corresponding month of last year. Despite several record-breaking months during the coal year ending March 31, and the remarkable showing for the entire year, the April 1918 shipments are close to the high monthly average maintained during the year.

The shipments by the various carriers in April 1918 and 1917 and for the respective calendar years to date were as follows:

Road—	April	Jan. 1 to April 30—
Philadelphia & Reading	1,233,512	1,004,028
Lehigh Valley	1,175,027	988,873
Central RR. of New Jersey	649,621	626,501
Delaware Lackawanna & West.	1,008,018	893,458
Delaware & Hudson	771,558	639,495
Pennsylvania	448,374	433,314
Erie	695,186	664,609
N. Y. Ontario & Western	185,650	145,179
Lehigh & New England	*201,432	*196,842
Total	6,368,373	5,592,299
	25,095,615	23,700,531

\*After deducting (to avoid duplication) tonnage delivered to the Central RR. of New Jersey at Hauto by the Lehigh & New England RR., and included as part of the tonnage of the latter. This amounted to 120,735 tons in April 1918 (against 101,378 tons in April 1917) and to 475,360 tons for the four months ending April 30 1918, against 340,794 tons for the four months ending April 30 1917.

## Commercial and Miscellaneous News

Auction Sales.—Among other securities, the following not usually dealt in at the Stock Exchange, were recently sold at auction in New York, Boston and Philadelphia.

By Messrs. Adrian H. Muller & Sons, New York:

Shares. Stocks.	Per cent.	Shares. Stocks.	Per cent.
25 Metropolitan Trust	306 3/4	5 Bruns.-Balke-Collender, pref.	96
100 Queens County Water	103	0 So. Bethlehem Brew., pref. \$4 per sh.	
100 Manhattan Bridge Three-Cent Line, v. t. c.	80	\$0 Interborough-Met. Co. com. stock scrip, v. t. c.	\$4 1/4
10 Bklyn. Academy of Music	10 1/4	Bonds.	Per cent.
600 Bay State Gas	\$28	\$5,000 QueensCo. WaterCo. 5s, 1940	89 1/2
3 Amer. Light & Trac., common	194 1/4		

## By Messrs. Millett, Roe &amp; Hagen, Boston:

Shares. Stocks.	Per sh.	Shares. Stocks.	Per sh.
55 Nat. Shawmut Bank	193	18 Waltham Watch, pref.	80
27 Hamilton Woolen	95	5 Mass. F. & Marine Insurance	126
10 U. S. Worsted, 1st pref.	90	12 Gray & Davis, Inc., pref.	90
5 Bauch Mach. Tool, pref.	45	5 Avery Chem., pref. cl. A, ex-div.	80
8 Waltham Watch, common	16 1/2	5 Sullivan Machinery	132

## By Messrs. R. L. Day &amp; Co., Boston:

Shares. Stocks.	Per sh.	Shares. Stocks.	Per sh.
32 Nat. Shawmut Bank	193 1/4	5 Waltham Watch, pref., div.	80
15 First Nat. Bank, Boston	410	100 Gray & Davis, Inc., com.	\$25 ea. 18
7 Merchant Trust, Lawrence	150	2 Essex Co., \$50 each, ex-div.	185 1/4
10 Ludlow Mfg. Associates, ex-div.	130	30 Rivert Lathe & Grinder, common	60 1/2-61
101 Merrimack Mfg., common	75	2 Quincy Mkt. C. S. & W., com.	142
101 Everett Mills	130 1/4	50 Waltham Watch, common	16 1/4
4 Lancaster Mills	95 1/4	15 Gillette Safety Razor, ex-div.	88 1/4
4 Pacific Mills	142 1/4	2 Draper Corporation	112 1/4
20 Boot Mills, preferred	100 1/4	25 Hood Rubber, common	128 1/4
6 Merrimack Chemical, \$50 each	97 1/4	2 Plymouth Cordage	206
5 Nashawena Mills	115 1/4	3 Lawrence Gas	111
11 Sullivan Machinery	130 1/4		
10 Waltham Grinding Wheel, com.	100		

## By Messrs. Barnes &amp; Lofland, Philadelphia:

Shares. Stocks.	Per sh.	Shares. Stocks.	Per sh.
10 North Penn Bank	130	100 Pooley Furniture, \$50 each	\$105 lot
15 Continental-Equit. Trust, \$50 each	85	90 Pioneer Smoke Indicator, \$50 each	\$1 lot
17 Giant Port Cement, \$50 ea.	1 1/4	58 Farmers' & Mechan. Nat. Bk.	165
1 Standard Oil Co., N. Y.	267	25 Kensington Nat. Bk., \$50 ea.	100
3 Phila. Bourse, pref., \$25 each	19	40 Market St. Nat. Bank	180
37 Kimberly Cons. Mines, \$1 ea.	10	5 Quaker City Nat. Bank	128
40 West End Cons. Mining, \$5 each	25 lot	2 Miners' Nat. Bank, Potts.	
2,720 Greenwater Copper Mines & Smelter, \$5 each	\$28 lot	ville, \$50 each	88
17 Giant Port Cement, \$50 ea.	1 1/4	1 Franklin Trust	152 1/4
1 Standard P. Cement, \$50 ea.	1 1/4	15 Liberty Title & Tr., \$50 ea.	103
10 Auto Manufacturing	83 lot	9 Fire Assn. of Phila., \$50 each	304-304 1/4
25 Mauroe Tobacco, \$10 each	\$20 lot	5 Independence F. I. Security, \$25 each	21
520 Ohio Tono. Mfg., partic. etf.	\$4 lot	15 Mrs. Casualty Insurance	15
100 Goldfield Belm. Mg., \$1 ea.	\$2 lot	1 J. B. Stetson, common	315
225 GiantPort Cement, scriptch.	1 1/4	12 United Gas & Elec., 1st pref.	40 1/4
400 Ohio Tonopah Mg., \$1 ea.	\$3 lot	15 Virginian Power, common	10
600 Calorite Mfg., \$25 each	\$12 lot	Chicago Ry. Co. partic. etfs. for 25 equal parts	\$3 lot
600 U. S. Pneu. Horse Collar, \$1 each	\$2 lot		Per cent.
3 American Cement, \$50 each	\$2 lot	1,000 Phila., city, 3 1/2s, 1934	88 1/4
10 Anaconda Sonora Copper, \$10 each	\$1 lot	2,000 Helena Gas & El. 1st fs, 1931	74 1/4
		600 Wilkes-B. Sch. Dist. 4 1/2s, '31	99
		500 Salt Lake & Og. 1st fs, 1934	85
		1,000 Pittston Sch. Dist. 4 1/2s, '29	99 1/4
		3,000 Lancaster Water Filtration	
		1st fs, 1935	100
		1,000 Boro. of Dunmore gen. 4 1/2s, 1930	99

Clearings at—	Week ending May 9.				
	1918.	1917.	Inc. or Dec.	1916.	1915.
Canada—					
Montreal	92,370,152	95,552,082	-3.3	76,519,044	47,334,631
Toronto	68,827,857	62,495,833	+10.1	53,388,235	37,547,258
Winnipeg	40,381,055	64,305,682	-37.2	35,204,931	21,957,677
Vancouver	10,115,852	7,582,207	+33.4	5,923,230	5,821,766
Ottawa	6,956,399	6,349,533	+9.6	5,082,349	3,559,781
Calgary	6,148,945	6,538,120	-6.0	4,230,912	2,657,321

## DIVIDENDS.

The following shows all the dividends announced for the future by large or important corporations.  
Dividends announced this week are printed in *italics*.

Name of Company.	Per Cent.	When Payable.	Books Closed. Days Inclusive.	Name of Company.	Per Cent.	When Payable.	Books Closed. Days Inclusive.
Railroads (Steam).				Miscellaneous (Concluded).			
Atch. Topeka & Santa Fe, com. (quar.).	1 1/2	June 1	Holders of rec. May 30	Int. Harvester Corp., pref. (qu.) (No. 21)	1 1/4	June 1	Holders of rec. May 10
Boston & Albany (quar.).	2 1/2	June 29	Holders of rec. May 31a	Int. Harvester of N. J., pref. (qu.) (No. 45)	1 1/4	June 1	Holders of rec. May 10
Canadian Pacific, com. (quar.) (No. 88)	2 1/2	June 29	Holders of rec. June 1a	International Nickel, com. (quar.).	\$1	June 1	Holders of rec. May 15a
Chestnut Hill (quar.).	75c	June 4	May 21 to June 3	Jewel Tea, Inc., pref. (quar.).	1 1/4	July 1	Holders of rec. June 20a
Cleveland & Pittsburgh, reg. guar. (quar.).	87 1/2c	June 1	Holders of rec. May 10a	Kerr Lake Mines, Ltd. (quar.) (No. 3)	25c.	June 15	Holders of rec. June 1a
Special guaranteed (quar.).	50c	June 1	Holders of rec. May 10a	Kings Co. El. Lt. & Pow. (qu.) (No. 73)	2	June 1	Holders of rec. May 21a
Cripple Creek Cent. com. (qu.) (No. 34).	1 1/2	June 1	Holders of rec. May 15a	Lake of the Woods Mill., Ltd., com. (qu.)	2 1/2	June 1	Holders of rec. May 25
Preferred (quar.) (No. 50).	1	June 1	Holders of rec. May 15a	Lansing Monotype Mach. (quar.) (No. 31)	1 1/4	June 1	Holders of rec. May 25
Illinois Central (quar.) (No. 130).	1 1/2	June 19	Holders of rec. May 30	Lehigh Coal & Navigation (quar.).	8 1/2c	May 31	Holders of rec. April 30
Norfolk & Western, common (quar.).	1 1/2	May 18	Holders of rec. April 30a	Liggett & Myers Tobacco, com. (quar.).	3	June 1	Holders of rec. May 15a
Norfolk & Western, adj. pref. (quar.).	1	May 25	May 16 to May 19	Lindsay Light, common (quar.).	5	May 31	Holders of rec. May 1a
North Pennsylvania (quar.).	81	May 25	May 16 to May 19	Common (extra).	5	May 31	Holders of rec. May 1a
Pennsylvania (quar.).	75c	May 31	Holders of rec. May 1d	Preferred (quar.).	1 1/4	May 31	Holders of rec. May 1a
Phila. Germantown & Norristown (qu.).	\$1.50	June 4	May 21 to June 3	Mahoning Investment.	3	June 1	Holders of rec. May 23
Pittsburgh Bessemer P Lake Erie, pref.	\$1.50	June 1	Holders of rec. May 15	Manati Sugar, com. (quar.).	2 1/2	June 1	Holders of rec. May 15
Pittsburgh & West Virginia, pref. (qu.).	1 1/2	June 1	Holders of rec. May 15a	Manhattan Shirt, common (quar.).	1	June 1	Holders of rec. May 15a
Pittsb. Youngstown & Ashtab., pref. (qu.).	1 1/2	June 1	Holders of rec. May 20	Marconi Wireless Tel. of Amer. (No. 2).	25c.	Aug. 1	July 16 to Aug. 1
Reading Company, 1st pref. (quar.).	50c	June 13	Holders of rec. June 25a	Massachusetts Gas Cos., pref.	2	June 1	May 16 to May 31
Reading Company, 2d pref. (quar.).	50c	July 1	*Holders of rec. June 25a	Maxwell Motor, Inc., 1st pref. (quar.).	1 1/4	July 1	Holders of rec. June 14a
Southern Pacific Co. (quar.) (No. 47).	1 1/2	July 1	Holders of rec. May 31a	May Department Stores, com. (quar.).	1 1/4	June 1	Holders of rec. May 15a
Union Pacific, common (quar.).	2 1/2	July 1	Holders of rec. June 1a	Mexican Petroleum, common (quar.).	*2	July 10	*Holders of rec. June 15
Street & Electric Railways.				Preferred (quar.).	*300	June 1	*Holders of rec. May 15
Cent. Arkansas Ry. & Lt., pref. (qu.).	1 1/2	June 1	Holders of rec. May 15a	Mid-Continent Cons. Oil & Util. Corp. (qu.).	0 1/2	June 1	Holders of rec. May 20a
City Service, com. & pref. (monthly).	3	June 1	Holders of rec. May 15a	Middle West Utilities, pref. (quar.).	1 1/4	June 1	Holders of rec. May 15
Common (payable in common stock).	3	July 1	Holders of rec. June 15a	Preferred (quar.).	1 1/4	June 1	Holders of rec. May 15
Cities Service, com. & pref. (monthly).	3	July 1	Holders of rec. June 15a	Moline Plow, first preferred (quar.).	1 1/4	June 1	Holders of rec. May 18a
Common (payable in common stock).	3	July 1	Holders of rec. June 15a	Montreal Cottons, Ltd., com. (quar.).	1	June 15	Holders of rec. May 31
Citizens' Traction, Pittsburgh.	51 50	May 16	Holders of rec. May 10	Preferred (quar.).	75c	June 1	Holders of rec. May 15a
Detroit United Ry. (quar.) (No. 56).	2	June 1	Holders of rec. May 16a	National Acme (quar.).	1 1/4	July 15	Holders of rec. July 24
Eastern Wisconsin Elec. Co., pref. (qu.).	1 1/2	June 1	Holders of rec. May 20	National Biscuit, com. (quar.) (No. 80).	1 1/4	July 15	Holders of rec. June 29a
El Paso Electric Co., com. (quar.) (No. 28).	2 1/2	June 15	Holders of rec. June 5a	Preferred (quar.) (No. 81).	1 1/4	May 31	Holders of rec. May 18a
Manhattan Bridge Three-Cent Line (quar.).	1 1/2	June 29	Holders of rec. June 20	National Cloak & Suit, com. (qu.) (No. 6).	1 1/4	July 15	Holders of rec. May 21a
Norfolk Railway & Light.	75c	June 1	*Holders of rec. May 15a	Preferred (quar.) (No. 16).	2	June 30	June 20 to June 30
Northern Ohio Elec. Corp., pref. (quar.).	1 1/2	June 1	Holders of rec. May 16a	National Grocer, common (quar.).	3	June 30	June 20 to June 30
Northern Texas Elec. Co., com. (quar.).	1	June 1	Holders of rec. May 15a	Preferred.	1 1/4	June 15	Holders of rec. May 24a
Pensacola Electric Co., pref. (No. 20).	3	June 1	Holders of rec. May 15a	National Lead, pref. (quar.).	1 1/4	July 2	Holders of rec. June 10
West Penn Rys., pref. (quar.) (No. 4).	*1 1/2	June 15	*Holders of rec. June 1	National Sugar Refining (quar.).	1 1/4	June 1	Holders of rec. May 21a
West Penn Trac. & Water Pow., pf. (qu.).	*1 1/2	June 15	*Holders of rec. June 1	Nebraska Power, pref. (quar.).	1 1/4	May 29	Holders of rec. May 18a
Wisconsin-Minn. L. & P., pref. (quar.).	1 1/2	June 1	Holders of rec. May 20	New River Co., pref. (quar.).	2	July 1	Holders of rec. June 15a
Miscellaneous.				Niagara Falls Power (quar.).	3	June 20	Holders of rec. June 3a
Acceptance Corporation (quar.).	1 1/2	May 15	May 14	Niles-Bement-Pond, com. (qu.) (No. 64).	1 1/2	May 20	Holders of rec. May 9a
Acme Tea, 1st pref. (quar.).	*1 1/2	June 1	*Holders of rec. May 20	Ogilvie Flour Mills, Ltd., pref. (quar.).	1 1/2	June 1	Holders of rec. May 22
American Beet Sugar, pref. (quar.).	1 1/2	July 1	Holders of rec. June 15a	Ohio Cities Gas, com. (quar.).	\$1.25	June 1	Holders of rec. May 17a
American Cotton Oil, common (quar.).	3	June 1	Holders of rec. May 15a	Ohio Fuel Oil (quar.).	50c	May 25	May 21 to May 26
Preferred.	1 1/2	July 1	Holders of rec. May 31a	Ohio Oil (quar.).	*\$1.25	June 20	*May 23 to June 16
American Express (quar.).	3	June 29	May 25 to June 29	Extra.	*\$4.75	June 20	*May 23 to June 16
American Radiator, common (quar.).	1 1/2	June 15	May 11 to May 20	Pacific Mail Steamship, common.	50c	June 15	Holders of rec. June 1
Amer. Smelt. & Refr., com. (quar.).	1 1/2	June 15	Holders of rec. June 1a	Common (extra).	1 1/4	July 10	*Holders of rec. June 15
Preferred (quar.).	1 1/2	July 1	Holders of rec. June 1a	Pacific Mail SS., preferred (quar.).	*1 1/2	July 1	*Holders of rec. June 15
Amer. Sugar Refining, com. (quar.) (No. 107).	1 1/2	July 1	Holders of rec. June 1a	Pan-Amer. Petrol. & Transp., com. (qu.).	1 1/4	May 31	*Holders of rec. May 21a
Common (extra).	1 1/2	July 1	Holders of rec. June 1a	Preferred (quar.).	*43 3/4c	June 15	*Holders of rec. May 22a
Preferred (quar.) (No. 106).	1 1/2	Sept. 2	Holders of rec. Aug. 15a	Philadelphia Electric (quar.).	3	June 15	Holders of rec. June 1a
Amer. Sumatra Tobacco, pref.	1 1/2	July 1	Holders of rec. May 15	Pittsburgh Brewing, common.	1 1/4	May 31	Holders of rec. May 20a
American Thread, preferred.	1 1/2	June 1	Holders of rec. May 15	Preferred (quar.).	1 1/4	June 1	Holders of rec. May 15a
Amer. Tobacco, common (quar.).	1 1/2	June 1	Holders of rec. May 15a	Pittsburgh Steel, pref. (quar.).	1 1/4	May 20	Holders of rec. May 9a
Anaconda Copper Mining (quar.).	1 1/2	June 15	Holders of rec. May 15a	Porto Rican-Amer. Tobacco (quar.).	0 3	May 5	Holders of rec. May 15a
Associated Dry Goods, 1st pref.	1 1/2	July 1	Holders of rec. June 30	Pratt & Whitney, pref. (qu.) (No. 69).	1 1/4	May 28	Holders of rec. May 7a
Second preferred.	1 1/2	July 1	Holders of rec. June 30	Pressed Steel Car, com. (qu.) (No. 13).	1 1/4	May 31	Holders of rec. May 1a
Atlantic Refining (quar.).	1 1/2	May 27	April 21 to May 15	Preferred (quar.) (No. 77).	*3	July 15	*Holders of rec. July 1a
Atlas Powder, com. (Red Cross div.).	52	May 27	April 21 to May 15	Quaker Oats, preferred (quar.).	*1	July 15	*Holders of rec. July 1a
Bethlehem Steel, common (quar.).	1 1/2	June 1	Holders of rec. May 15a	Quaker Oats, common (quar.).	1 1/2	Aug. 31	*Holders of rec. Aug. 1a
Common, Class B (quar.).	1 1/2	June 1	Holders of rec. May 15a	Preferred (quar.).	1 1/2	Aug. 1	Holders of rec. July 20a
British Columbia Packers' Association.	5	May 21	May 10 to May 20	Republic Iron & Steel, com. (qu.) (No. 7).	1 1/2	July 1	Holders of rec. June 18a
British Columbia Fishing & Packing.	2 1/2	May 21	May 10 to May 20	Preferred (quar.) (No. 59).	1 1/2	July 1	Holders of rec. June 15a
Brown Shoe, Inc., common (quar.).	1 1/2	June 1	Holders of rec. May 20a	Riverside Eastern Oil, common (quar.).	3 1/2c	May 25	Holders of rec. April 30a
Buckeye Pipe Line (quar.).	32	June 15	Holders of rec. May 31	Riverside Western Oil, com. (quar.).	37 1/2c	May 25	Holders of rec. April 30a
Burns Bros., com. (extra, pay. in L.L.bds.)	45	June 10	Holders of rec. May 31	Royal Dutch Co.	\$2.40	May 31	Holders of rec. May 21a
California Packing Corp., com. (quar.).	*51	June 15	Holders of rec. May 31	St. Joseph Lead (quar.).	*50c	June 20	June 9 to June 20
Preferred (quar.).	*1 1/2	July 1	Holders of rec. June 15a	Savage Arms Corp., common (quar.).	1 1/2	June 15	Holders of rec. May 31a
Cambridge Steel (quar.).	*75c	June 15	Holders of rec. May 31	First pref. (quar.).	1 1/2	June 15	Holders of rec. May 31
Extra.	*75c	June 15	Holders of rec. May 31	Second preferred (quar.).	1 1/2	June 15	Holders of rec. May 31
Carbon Steel 2d pref. (annual).	6	July 30	Holders of rec. July 26a	Shattuck Arizona Copper Co.	25c.	July 20	Holders of rec. June 29a
Carwen Steel Tool.	50c	June 10	June 2 to June 9	Extra.	25c.	July 20	Holders of rec. June 29a
Cerro de Pasco Copper (quar.) (No. 10).	51	June 1	Holders of rec. May 20a	Solar Refining.	5	June 20	June 1 to June 20
Extra.	25c	June 1	Holders of rec. May 20a	Southern Pipe Line (quar.).	6	June 1	Holders of rec. May 15
Chesbrough Manufacturing (quar.).	*50c	June 20	Holders of rec. June 1	Standard Milling, common (quar.).	1	May 31	Holders of rec. May 21a
Extra.	*50c	June 20	Holders of rec. June 1	Preferred (quar.) (No. 34).	1 1/2	May 31	Holders of rec. May 21a
Consolidated Arizona Smelting (quar.).	50c	June 1	Holders of rec. May 31	Standard Oil Cloth, common (quar.).	*1	July 1	*Holders of rec. June 15
Consolidated Gas (quar.).	5c	June 15	Holders of rec. May 17a	Preferred Class A and B (quar.).	*1 1/4	July 1	*Holders of rec. June 15
Continental Motors, com. (quar.).	1 1/2	June 15	Holders of rec. May 9a	Standard Oil (Calif.), com. (qu.) (No. 38).	2 1/2	June 15	Holders of rec. May 15
Continental Oil (quar.).	1 1/2	May 25	May 19 to May 26	Standard Oil (Indiana), com. (quar.).	3	May 31	May 7 to May 31
Copper Range Co. (quar.) (No. 46).	\$1.50	June 15	Holders of rec. May 22	Extra.	3	May 31	May 7 to May 31
Condon & Co., preferred (quar.).	8 3/4c	June 1	Holders of rec. May 19 to May 31	Standard Oil (Kansas) (qu.) (No. 46).	3	June 15	June 1 to June 16
Crescent Pipe Line (quar.).	75c	May 24	May 24 to June 16	Extra.	3	June 15	June 1 to June 16
Crex Carpet.	3	June 15	Holders of rec. May 31a	Standard Oil (Nebraska).	1 1/2	June 20	*Holders of rec. May 20
Crucible Steel, pref. (quar.) (No. 63).	1 1/2	June 29	Holders of rec. June 15a	Standard Oil of New Jersey (quar.).	*10	June 15	*Holders of rec. May 20
Cudahy Packing, common (quar.).	1 1/2	July 1	Holders of rec. June 5	Standard Oil of N. Y. (quar.).	*5	June 15	*Holders of rec. May 20
Cuban-American Sugar, common.	1 1/2	July 1	Holders of rec. June 15a	Standard Oil (Ohio) (quar.).	3	July 1	May 21 to May 30
Preferred (quar.).	1 1/2	July 1	Holders of rec. June 15a	Extra.	*1	July 1	June 1 to June 19
Deere & Co., preferred (quar.).	1 1/2	July 1	Holders of rec. June 15a	Steel Products, pref. (quar.).	1 1/2	June 1	Holders of rec. May 15
Diamond Match (quar.).	2	June 15	Holders of rec. May 31a	Preferred (quar.).	1 1/2	June 1	Holders of rec. May 20a
Distillers Securities (quar.).	1 1/2	July 18	Holders of rec. July 2a	Studebaker Corporation, common (qu.).	2	July 1	Holders of rec. May 20a
Extra.	1 1/2	July 18	Holders of rec. July 2a	Preferred (quar.).	2	May 19	May 19 to June 30
Dominion Glass, Ltd., com. (No. 1).	1	July 1	Holders of rec. June 15a				

**Member Banks of the Federal Reserve System.**—Following is the weekly statement issued by the Federal Reserve Board giving the principal items of the resources and liabilities of the Member Banks and dated May 11. Because of the large number of banks for which returns are furnished the statement is not issued until a week later than that for the Federal Reserve banks of the same date. Definitions of the different items contained in the statement were given in the weekly statement issued under date of Dec. 14 1917 and which was published in the "Chronicle" of Dec. 29 1917, page 2523.

**STATEMENT SHOWING PRINCIPAL RESOURCE AND LIABILITY ITEMS OF MEMBER BANKS LOCATED IN CENTRAL RESERVE RESERVE AND OTHER SELECTED CITIES AS AT CLOSE OF BUSINESS MAY 3 1918.**

Large increases in demand deposits as against net withdrawals of Government deposits, mainly from New York City banks, together with liquidation in some volume of certificates of indebtedness and of loans secured by Government war obligations are indicated by the weekly statement of condition of 686 member banks in leading cities as at close of business on May 3.

Total reported holding of U. S. bonds, including Liberty bonds, show an increase of 5.4 millions, though central reserve city banks report a reduction under this head of about 1.6 millions. Certificates of indebtedness for the first time since April 5 show a decrease for the week, largely through liquidation of certificates issued in anticipation of tax payments. Total holdings of U. S. securities declined 17.6 millions during the week, while loans protected by such securities decreased 4.4 millions. As against these decreases, other loans and investments show an increase of 52.2 millions and total loans and investments an increase of over 30 millions. Of the latter, Government securities and loans supported by such securities constituted 20% or slightly less than for the last week in April.

Reported reserves, about 79% of the total held by the Federal Reserve banks, show a loss of 18.3 millions, and cash in vault a gain of 6.3 millions. For the central reserve city banks reductions of about 29 millions in reserve and of 2.4 millions in cash are shown.

Aggregate net demand deposits increased during the week by 159.5 millions, time deposits decreased 2.8 millions and Government deposits—63.3 millions. For the central reserve city banks an increase of 119.9 millions in net demand deposits is shown as against reductions of 37.1 millions in time deposits and 68.8 millions in Government deposits. The ratio of loans and investments to total, including Government, deposits shows a decline from 110.8 to 110.1%. For the central reserve city banks this ratio declined from 107 to 106.2%. The ratio of combined cash and reserve to total deposits of all reporting banks declined from 13.9 to 13.6%, while for the central reserve city banks this ratio shows an even larger decline from 15.3 to 14.8%.

Excess reserves of all reporting banks declined from 97.5 to 60.9 millions. For the central reserve city banks, a decline from 76.7 to 33.3 millions is noted.

**1. Data for all reporting banks in each district. Two ciphers (00) omitted.**

Member Banks.	Boston.	New York.	Philadel.	Cleveland.	Richm'd.	Atlanta.	Chicago.	St. Louis.	Minneap.	Kan. City	Dallas.	San Fran.	Total.
Number of reporting banks—	41	98	49	80	66	35	96	32	32	70	40	47	686
U. S. bonds to secure circulat'n	\$ 14,621.0	50,800.0	12,975.0	42,907.0	21,078.0	13,545.0	19,642.0	17,392.0	5,747.0	14,012.0	17,312.0	35,299.0	266,239.0
Other U. S. bonds, including													
Liberty bonds	16,376.0	166,624.0	14,056.0	38,703.0	16,729.0	18,026.0	36,610.0	14,402.0	8,916.0	10,636.0	9,527.0	15,473.0	369,078.0
U. S. certif. of indebtedness	44,368.0	1,011,648.0	66,742.0	81,327.0	23,466.0	25,224.0	100,265.0	38,470.0	18,560.0	42,166.0	20,579.0	52,514.0	1,526,329.0
Total U. S. securities	75,865.0	1,229,081.0	93,773.0	163,437.0	54,173.0	56,795.0	156,517.0	70,264.0	34,223.0	66,814.0	47,418.0	103,286.0	2,160,646.0
Loans sec. by U. S. bonds, &c.	33,582.0	145,207.0	27,653.0	37,867.0	12,273.0	6,516.0	23,240.0	8,377.0	2,627.0	3,252.0	3,895.0	4,448.0	311,937.0
All other loans & investments	772,229.0	4,001,301.0	614,794.0	928,965.0	324,372.0	251,564.0	1,351,613.0	371,982.0	233,388.0	455,188.0	171,802.0	482,555.0	9,959,763.0
Reserve with Fed. Res. Bank	66,720.0	599,641.0	55,040.0	84,354.0	26,778.0	23,528.0	145,081.0	35,526.0	19,502.0	44,054.0	16,782.0	45,515.0	1,162,521.0
Cash in vault	27,782.0	127,320.0	20,230.0	35,764.0	15,029.0	13,224.0	64,157.0	14,663.0	9,691.0	17,034.0	11,090.0	19,662.0	375,646.0
Net demand deposits	662,882.0	4,426,836.0	584,884.0	709,801.0	256,037.0	186,741.0	1,050,156.0	272,869.0	185,881.0	399,653.0	151,595.0	382,290.0	9,269,625.0
Time deposits	98,879.0	284,790.0	15,490,0228,335.0	43,387.0	74,253.0	368,869.0	75,659.0	46,350.0	56,799.0	24,090.0	102,205.0	1,419,086.0	
Government deposits	43,342.0	342,067.0	43,372.0	56,690.0	10,358.0	11,360.0	42,785.0	23,831.0	11,862.0	10,067.0	6,647.0	3,639.0	606,020.0

**2. Data for banks in each Central Reserve city, banks in all other Reserve cities and other reporting banks.**

Two ciphers omitted.	New York.		Chicago.		St. Louis.		Total Central Res. Cities.		Other Reserve Cities.		Country Banks.		Total.
	May 3.	April 26.	May 3.	May 3.	April 26.	May 3.	April 26.	May 3.	April 26.	May 3.	April 26.	May 3.	April 26.
Number of reporting banks—	66	66	40	14	120	120	418	416	148	145	686	686	681
U. S. bonds to secure circulat'n	\$ 36,465.0	36,323.0	1,443.0	10,392.0	48,300.0	48,139.0	171,754.0	172,509.0	46,185.0	46,955.0	266,239.0	267,593.0	
Other U. S. bonds, including													
Liberty bonds	148,690.0	151,687.0	15,491.0	10,016.0	174,197.0	175,951.0	161,441.0	154,977.0	32,440.0	31,262.0	369,078.0	362,190.0	
U. S. certif. of indebtedness	988,990.0	1,000,763.0	62,470.0	31,847.0	1,033,307.0	1,100,205.0	388,900.0	394,303.0	54,122.0	53,861.0	1,526,329.0	1,548,369.0	
Total U. S. securities	1,174,145.0	1,188,778.0	79,404.0	52,255.0	1,305,804.0	1,324,295.0	722,095.0	721,879.0	132,747.0	132,078.0	2,160,646.0	2,178,252.0	
Loans sec. by U. S. bonds, &c.	130,549.0	135,271.0	12,145.0	6,473.0	149,167.0	164,735.0	141,403.0	131,966.0	21,362.0	*19,651.0	311,937.0	*316,352.0	
All other loans & investments	3,671,101.0	3,671,200.0	815,348.0	263,694.0	4,750,143.0	4,748,306.0	4,439,562.0	4,417,271.0	770,055.0	743,944.0	9,959,763.0	9,907,521.0	
Reserve with Fed. Res. Bank	571,677.0	604,353.0	101,588.0	27,334.0	700,599.0	729,535.0	411,295.0	401,516.0	50,627.0	49,776.0	1,162,521.0	1,180,827.0	
Cash in vault	114,908.0	118,130.0	38,911.0	7,592.0	161,411.0	163,849.0	178,157.0	173,002.0	36,078.0	32,483.0	375,646.0	369,334.0	
Net demand deposits	4,121,824.0	4,045,438.0	717,866.0	193,920.0	5,033,610.0	4,913,737.0	3,665,620.0	3,604,631.0	630,395.0	591,671.0	9,269,625.0	9,110,089.0	
Time deposits	243,395.0	277,779.0	133,372.0	55,466.0	432,233.0	469,342.0	808,523.0	791,535.0	178,300.0	161,023.0	1,419,056.0	1,421,900.0	
Government deposits	326,006.0	392,820.0	32,115.0	19,904.0	378,025.0	446,837.0	202,493.0	*200,637.0	25,502.0	*21,828.0	606,020.0	*669,352.0	

\*Amended figures

**The Federal Reserve Banks.**—Following is the weekly statement issued by the Federal Reserve Board on May 11:

Aggregate gains of 23.2 millions in gold reserves traceable in part to cash payments of Liberty bonds and accompanied by larger increases in deposits and investments are indicated in the Federal Reserve Board's weekly bank statement issued as at close of business on May 10 1918.

**RESERVES.**—Substantial gains in reserves reported by the Philadelphia, Richmond, St. Louis, Kansas City, Dallas and San Francisco banks are accompanied by gains in deposits and additional note issues, also by liquidation of balances due from other Federal Reserve banks.

**INVESTMENTS.**—Discounts on hand show an increase of 65.6 millions for the week, the New York bank alone reporting an increase of 48.9 millions. Of the total, nearly two-thirds, or 612.3 millions, as against 606.7 millions the week before, is represented by paper secured by Government war obligations. Acceptances on hand fell off about 11 millions, all the Western and Southern banks with the exception of Richmond, showing smaller holdings than the week before. Holdings of U. S. bonds declined 1.1 millions, Philadelphia and Chicago reporting the largest decreases under this head. An increase of about 75 millions in Government short-term securities is reported by the New York bank. This amount of certificates was issued to the Bank in anticipation of payments to Government account for Liberty bonds and will be liquidated in a few days. Total earning assets show an increase for the week of 123.2 millions.

**CAPITAL.**—Admission to membership of State banks and trust companies and payment for Federal Reserve bank stock accounts, largely for the increase of \$69,000 in paid-in capital, mainly of the New York, Atlanta, and Dallas banks.

**DEPOSITS.**—Government deposits show an increase of 64.6 millions, mainly at the New York, Cleveland, St. Louis and San Francisco banks. Members' reserve deposits show a net gain of 73.6 millions, New York, Philadelphia and Cleveland reporting the largest increases under this head.

**FEDERAL RESERVE NOTES.**—Net issues of Federal Reserve notes during the week totaled 36.4 millions. The amount of Federal Reserve notes in actual circulation is stated as 1,569.6 millions, an increase of 13 millions for the week.

The figures of the consolidated statement for the system as a whole are given in the following table, and in addition we present the results for each of the seven preceding weeks, together with those of the corresponding week of last year, thus furnishing a useful comparison. The earlier figures have been revised in order to conform with new form adopted by the Federal Reserve Board as of June 22. In the second table we show the resources and liabilities separately for each of the twelve Federal Reserve banks. The statement of Federal Reserve Agents' Accounts (the third table following) gives details regarding the transactions in Federal Reserve notes between the Comptroller and the Reserve Agents and between the latter and the Federal Reserve banks.

**COMBINED RESOURCES AND LIABILITIES OF THE FEDERAL RESERVE BANKS AT THE CLOSE OF BUSINESS MAY 10 1918.**

	May 10 1918.	May 3 1918.	April 26 1918.	April 19 1918.	Apr. 12 1918.	April 5 1918.	March 28 and 29 1918.	Mar. 22 1918.	May 11 1917.
<b>RESOURCES.</b>									
Gold coin and certificates in vault	\$ 480,580,000	482,832,000	486,820,000	488,529,000	488,762,000	483,780,000	489,948,000	470,529,000	336,841,000
Gold settlement fund—F. R. Board	437,444,000	437,771,000	439,477,000	413,319,000	407,971,000	381,163,000	399,568,000	379,866,000	221,759,000
Gold with foreign agencies	52,500,000	52,500,000	52,500,000	52,500,000	52,500,000	52,500,000	52,500,000	52,500,000	
Total gold held by banks	970,524,000	973,103,000	978,797,000	955,148,000	949,233,000	917,443,000	942,166,000	902,895,000	556,600,000
Gold with Federal Reserve Agent	885,027,000	862,296,000	824,218,000	854,822,000	857,492,000	873,077,000	852,192,000	878,805,000	438,328,000
Gold redemption fund	27,534,000	24,541,000	23,985,000	23,179,000	23,346,000	23,404,000	21,496,000	21,114,000	2,687,000
Total gold reserves	1,883,135,000	1,859,9							

	May 10 1918.	May 3 1918.	Apr. 26 1918.	Apr. 19 1918.	Apr. 12 1918.	Apr. 5 1918.	Mar. 28 and 29 1918.	Mar. 23 1918.	May 11 1917.
<b>LIABILITIES.</b>									
Capital paid in.	\$ 75,118,000	\$ 75,049,000	\$ 74,963,000	\$ 74,829,000	\$ 74,748,000	\$ 74,494,000	\$ 74,223,000	\$ 74,011,000	\$ 56,859,000
Surplus	1,134,000	1,134,000	1,134,000	1,134,000	1,134,000	1,134,000	1,134,000	1,134,000	1,134,000
Government deposits	138,529,000	73,888,000	130,668,000	75,499,000	100,523,000	104,818,000	104,086,000	91,505,000	242,421,000
Due to members—reserve account	1,548,137,000	1,474,518,000	1,497,416,000	1,469,860,000	1,494,537,000	1,473,294,000	1,499,400,000	1,480,025,000	740,726,000
Collection items	309,773,000	257,593,000	235,174,000	256,220,000	238,270,000	226,139,000	216,397,000	239,115,000	134,447,000
Other deposits, incl. for Gov't credits	110,611,000	91,563,000	81,890,000	88,322,000	85,321,000	82,007,000	81,059,000	81,751,000	
Total gross deposits	2,107,050,000	1,807,562,000	1,945,148,000	1,889,901,000	1,918,651,000	1,886,818,000	1,901,442,000	1,882,396,000	1,117,594,000
F. R. notes in actual circulation	1,569,618,000	1,556,660,000	1,526,232,000	1,514,287,000	1,499,377,000	1,479,920,000	1,452,838,000	1,429,509,000	438,218,000
F. R. bank notes in circulation, net lab.	7,878,000	7,980,000	7,895,000	8,000,000	7,890,000	7,978,000	7,978,000	7,978,000	
All other liabilities	11,697,000	9,638,000	11,467,000	11,171,000	10,585,000	9,933,000	8,369,000	8,367,000	10,734,000
Total liabilities	3,772,495,000	3,548,023,000	3,566,839,000	3,499,217,000	3,512,495,000	3,459,659,000	3,445,984,000	3,403,395,000	1,623,405,000
Gold reserve against net deposit lab.	58.9%	63.7%	62.9%	63.6%	61.9%	60.0%	61.4%	59.6%	69.4%
Gold res. agst. F. R. notes in act. circ'n	58.1%	57%	56.6%	58%	58.8%	60.6%	60.1%	63%	100.8%
Fd. Res. note liabilities combined	58.5%	60.4%	59.3%	60.8%	60.3%	60.3%	60.8%	61.4%	80.4%
Ratio of total reserves to net deposit and Fed. Res. note liabilities combined	60.3%	62.4%	61.5%	62.9%	62.5%	62.4%	62.7%	63.4%	83.3%
<i>Distribution by Maturities</i>									
1-15 days bills discounted and bought	\$ 773,785,000	\$ 744,943,000	\$ 673,064,000	\$ 581,700,000	\$ 536,016,000	\$ 394,352,000	\$ 359,987,000	\$ 345,123,000	\$ 38,850,000
1-15 days U. S. Govt. short-term secs.	75,474,000	4,733,000	5,719,000	12,541,000	105,716,000	224,395,000	217,613,000	186,081,000	
1-15 days municipal warrants		20,000	40,000	14,000	14,000		34,000	55,000	54,000
16-30 days bills discounted and bought	125,590,000	113,053,000	194,238,000	200,131,000	90,869,000	100,295,000	127,065,000	126,263,000	22,153,000
16-30 days U. S. Govt. short-term secs.	655,000	1,349,000	6,621,000	4,399,000	4,959,000	2,529,000	2,224,000	2,787,000	
16-30 days municipal warrants	33,000	31,000		21,000	21,000			13,000	9,153,000
31-60 days bills discounted and bought	183,404,000	199,314,000	217,535,000	206,190,000	282,036,000	279,343,000	267,267,000	249,549,000	37,442,000
31-60 days U. S. Govt. short-term secs.	15,744,000	8,544,000	4,248,000	1,986,000	2,109,000	5,032,000	3,781,000	6,271,000	
31-60 days municipal warrants	730,000	498,000	513,000	492,000	36,000	40,000	7,000	3,000	3,058,000
61-90 days bills discounted and bought	120,495,000	97,913,000	106,431,000	113,751,000	103,898,000	117,899,000	123,498,000	142,600,000	36,375,000
61-90 days U. S. Govt. short-term secs.	1,190,000	8,572,000	6,644,000	13,004,000	15,703,000	14,866,000	9,122,000	2,901,000	
61-90 days municipal warrants				26,000	496,000	455,000	487,000	469,000	1,336,000
Over 90 days bills disc'ted and bought	21,800,000	1,000	13,319,000	14,520,000	9,845,000	8,497,000	9,476,000	8,404,000	1,866,000
Over 90 days U.S.Govt.short-term secs	13,698,000	15,265,000	14,365,000	14,365,000	13,656,000	13,578,000	19,839,000	27,396,000	
Over 90 days municipal warrants			1,000	1,000		1,000	1,000	1,000	1,000
<i>Federal Reserve Notes</i>									
Issued to the banks	1,707,522,000	1,671,168,000	1,640,656,000	1,639,056,000	1,625,698,000	1,607,627,000	1,563,987,000	1,558,705,000	470,401,000
Held by banks	137,904,000	114,508,000	114,424,000	124,769,000	126,321,000	127,707,000	111,149,000	120,196,000	32,183,000
In circulation	1,569,618,000	1,556,600,000	1,526,232,000	1,514,287,000	1,499,377,000	1,479,920,000	1,452,838,000	1,429,509,000	438,218,000
Fed. Res. Notes (Agents Accounts)									
Received from the Comptroller	2,335,760,000	2,309,560,000	2,276,700,000	2,243,360,000	2,211,560,000	2,168,400,000	2,130,860,000	2,100,160,000	761,060,000
Returned to the Comptroller	360,468,000	360,102,000	352,004,000	340,514,000	336,527,000	328,008,000	324,263,000	309,705,000	141,523,000
Amount chargeable to Agent	1,966,292,000	1,949,453,000	1,924,096,000	1,902,546,000	1,875,033,000	1,840,392,000	1,806,597,000	1,790,455,000	619,527,000
In hands of Agent	258,770,000	278,290,000	283,440,000	263,490,000	249,335,000	232,765,000	242,610,000	231,750,000	149,136,000
Issued to Federal Reserve banks	1,707,522,000	1,671,168,000	1,640,656,000	1,639,056,000	1,625,698,000	1,607,627,000	1,563,987,000	1,558,705,000	470,401,000
<i>How Secured</i>									
By gold coin and certificates	253,452,000	249,955,000	245,954,000	243,530,000	245,251,000	252,391,000	253,524,000	271,658,000	261,025,000
By lawful money									
By eligible paper	822,495,000	808,972,000	816,438,000	748,234,000	768,206,000	734,550,000	711,795,000	679,900,000	32,078,000
Gold redemption fund	48,554,000	49,061,000	50,521,000	50,043,000	48,504,000	50,038,000	48,926,000	47,021,000	21,028,000
With Federal Reserve Board	583,021,000	563,280,000	527,743,000	561,249,000	563,737,000	570,648,000	549,742,000	560,126,000	156,270,000
Total	1,707,522,000	1,671,168,000	1,640,656,000	1,639,056,000	1,625,698,000	1,607,627,000	1,563,987,000	1,558,705,000	470,401,000
Eligible paper delivered to F. R. Agent	1,178,056,000	1,118,009,009	1,170,359,000	1,077,822,000	1,006,691,000	876,860,000	863,471,000	852,674,000	32,776,000

\* Net amount due to other Federal Reserve banks. b This item includes foreign Government credits. † Revised figures.

## WEEKLY STATEMENT of RESOURCES and LIABILITIES of EACH of the 12 FEDERAL RESERVE BANKS at CLOSE of BUSINESS MAY 18 1918.

Two ciphers (00) omitted.	Boston.	New York.	Philadel.	Cleveland.	Richm'd.	Atlanta.	Chicago.	St. Louis.	Minneap.	Kan. City.	Dallas.	San Fran.	Total.
<b>RESOURCES.</b>													
Gold coin'and certif. in vault	10,393,000	345,459,000	9,285,000	23,050,000	6,417,000	6,604,000	30,622,000	2,019,000	11,857,000	337,000	5,153,000	29,384,000	480,580,000
Gold settlement fund	61,046,000	68,797,000	57,572,000	49,274,000	14,710,000	11,162,000	61,036,000	23,118,000	14,098,000	45,793,000	7,054,000	23,784,000	437,444,000
Gold with foreign agencies	3,675,000	18,112,000	3,675,000	4,725,000	1,837,000	1,575,000	7,350,000	2,100,000	2,100,000	1,625,000	1,838,000	2,888,000	52,500,000
Total gold held by banks	75,114,000	432,363,000	70,532,000	77,049,000	22,964,000	19,341,000	99,008,000	27,237,000	28,055,000	48,755,000	14,045,000	56,056,000	970,524,000
Gold with Federal Res. Agents	48,116,000	248,154,000	83,735,000	100,073,000	31,200,000	33,354,000	146,376,000	29,037,000	34,875,000	37,032,000	19,220,000	73,855,000	885,027,000
Gold redemption fund	2,000,000	12,500,000	2,500,000	695,000	917,000	1,085,000	1,768,000	1,529,000	1,773,000	788,000	1,262,000	167,000	27,584,000
Total gold reserves	125,230,000	693,022,000</td											

**Statement of New York City Clearing House Banks and Trust Companies.**—The following detailed statement shows the condition of the New York City Clearing House members for the week ending May 11. The figures for the separate banks are the averages of the daily results. In the case of totals, actual figures at end of the week are also given:

### NEW YORK WEEKLY CLEARING HOUSE RETURN.

CLEARING HOUSE MEMBERS.	Net Profits.		Loans, Discounts, Investments, etc.	Gold.	Legal Tenders.	Silver.	National Bank and Federal Reserve Notes.	Reserve with Legal Depository Notes.	Additional Deposits with Legal Depository Notes.	Net Demand Deposits.	Net Time Deposits.	National Bank Circula- tion.
	Capital.	Nat. Banks Mar. 4										
	Week Ending May 11 1918.	State Banks Mar. 14										
<b>Members of Federal Reserve Bank.</b>			Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.	Average.
Bank of N Y, N B A.	\$ 2,000,000	5,263,300	\$ 45,847,000	\$ 31,000	142,000	\$ 119,000	\$ 101,000	5,117,000	-----	\$ 34,815,000	2,039,000	789,000
Bank of Manhat Co.	2,341,800	6,619,400	57,089,000	1,388,000	354,000	607,000	1,537,000	11,236,000	-----	50,801,000	1,000,000	-----
Merchants' National	2,000,000	2,481,000	27,097,000	128,000	149,000	385,000	143,000	2,761,000	-----	20,356,000	393,000	1,856,000
Mech & Metals Nat.	6,000,000	10,356,600	160,629,000	8,262,000	200,000	2,465,000	254,000	23,427,000	-----	146,826,000	19,037,000	3,779,000
Bank of America	1,500,000	6,572,500	32,689,000	348,000	211,000	374,000	303,000	4,475,000	-----	27,389,000	-----	-----
National City	25,000,000	c48,917,000	560,933,000	8,209,000	3,029,000	1,254,000	1,371,000	83,804,000	-----	550,887,000	8,265,000	1,751,000
Chemical National	3,000,000	8,874,500	75,944,000	217,000	322,000	549,000	725,000	10,928,000	-----	63,003,000	3,528,000	442,000
Atlantic National	1,000,000	839,500	15,534,000	89,000	80,000	185,000	118,000	2,251,000	-----	13,270,000	521,000	145,000
Nat Butch & Drovers	300,000	90,100	2,788,000	32,000	46,000	54,000	8,000	336,000	-----	2,335,000	-----	296,000
American Exch Nat.	5,000,000	5,730,800	110,261,000	543,000	224,000	760,000	524,000	11,516,000	-----	83,302,000	5,819,000	4,901,000
Nat Bank of Comm.	25,000,000	21,269,300	394,852,000	121,000	259,000	754,000	1,574,000	36,953,000	-----	278,729,000	6,368,000	-----
Pacific Bank	500,000	1,002,900	12,123,000	80,000	151,000	422,000	425,000	1,705,000	-----	13,150,000	90,000	-----
Chath & Phenix Nat.	2,500,000	2,501,400	85,931,000	647,000	590,000	1,414,000	1,776,000	10,451,000	-----	72,812,000	7,040,000	1,909,000
Hanover National	3,000,000	16,856,000	136,363,000	5,188,000	406,000	1,225,000	770,000	17,219,000	-----	128,942,000	-----	368,000
Citizens' National	2,550,000	2,825,400	41,013,000	95,000	30,000	745,000	303,000	4,644,000	-----	32,339,000	363,000	1,022,000
Metropolitan Bank	2,000,000	2,128,600	23,073,000	699,000	257,000	849,000	511,000	3,173,000	-----	23,361,000	-----	-----
Corn Exchange Bank	3,500,000	7,510,200	112,699,000	441,000	244,000	2,190,000	4,607,000	15,271,000	-----	104,793,000	-----	-----
Importers & Trad Nat.	1,500,000	7,659,500	35,931,000	70,000	461,000	41,000	226,000	3,762,000	-----	26,624,000	31,000	51,000
National Park Bank	5,000,000	17,028,500	190,179,000	54,000	460,000	484,000	882,000	20,295,000	-----	148,182,000	3,722,000	4,358,000
East River National	250,000	75,100	3,005,000	2,000	17,000	134,000	40,000	369,000	-----	3,029,000	-----	50,000
Second National	1,000,000	3,816,700	20,777,000	55,000	62,000	350,000	445,000	2,307,000	-----	15,837,000	-----	940,000
First National	10,000,000	29,722,800	285,420,000	16,000	354,000	753,000	550,000	16,110,000	-----	150,244,000	4,823,000	8,095,000
Irving National	4,500,000	5,386,600	96,089,000	963,000	460,000	2,057,000	1,244,000	14,554,000	-----	97,771,000	833,000	640,000
N Y County National	1,000,000	298,200	10,707,000	46,000	41,000	185,000	502,000	1,350,000	-----	10,911,000	-----	199,000
German-American	750,000	885,900	6,047,000	16,000	24,000	22,000	75,000	921,000	-----	5,114,000	-----	-----
Chase National	10,000,000	11,966,900	286,786,000	3,287,000	2,716,000	2,149,000	1,020,000	34,090,000	-----	246,637,000	13,707,000	1,300,000
Germania Bank	400,000	816,400	6,559,000	42,000	26,000	226,000	120,000	1,226,000	-----	6,999,000	-----	-----
Lincoln National	1,000,000	2,008,500	19,123,000	149,000	416,000	136,000	677,000	3,443,000	-----	18,448,000	100,000	894,000
Garfield National	1,000,000	1,352,300	11,980,000	10,000	41,000	244,000	147,000	1,583,000	-----	10,380,000	31,000	399,000
Fifth National	250,000	405,200	7,067,000	43,000	40,000	328,000	59,000	728,000	-----	6,028,000	258,000	249,000
Seaboard National	1,000,000	3,578,700	45,457,000	367,000	305,000	346,000	243,000	6,908,000	-----	45,085,000	-----	70,000
Liberty National	3,000,000	4,039,000	81,643,000	133,000	28,000	90,000	461,000	9,219,000	-----	64,861,000	2,566,000	996,000
Coal & Iron National	1,000,000	884,800	12,186,000	6,000	48,000	125,000	442,000	1,616,000	-----	11,443,000	444,000	414,000
Union Exch National	1,000,000	1,241,100	13,755,000	14,000	26,000	287,000	383,000	1,818,060	-----	14,167,000	420,000	398,000
Brooklyn Trust Co.	1,500,000	2,155,400	37,021,000	94,000	60,000	192,000	501,000	3,305,000	-----	28,509,000	5,421,000	-----
Bankers Trust Co.	11,250,000	12,980,400	261,929,000	569,000	157,000	212,000	795,000	26,372,000	-----	206,084,000	21,320,000	-----
U S Mtg & Tr Co.	2,000,000	4,691,500	60,593,000	339,000	93,000	126,000	268,000	5,986,000	-----	46,243,000	4,291,000	-----
Guaranty Trust Co.	25,000,000	26,125,400	472,541,000	2,870,000	180,000	551,000	1,760,000	57,292,000	-----	369,255,000	30,101,000	-----
Fidelity Trust Co.	1,000,000	1,213,200	11,579,000	89,000	47,000	57,000	114,000	1,458,000	-----	8,879,000	470,000	-----
Columbia Trust Co.	5,000,000	6,210,700	89,969,000	47,000	137,000	502,000	439,000	9,394,000	-----	66,553,000	12,596,000	-----
People's Trust Co.	1,000,000	1,331,800	27,407,000	69,000	107,000	274,000	520,000	2,534,000	-----	22,408,000	1,638,000	-----
New York Trust Co.	3,000,000	11,032,700	83,311,000	18,000	17,000	12,000	228,000	7,339,000	-----	52,049,000	4,153,000	-----
Franklin Trust Co.	1,000,000	1,168,700	30,372,000	91,000	65,000	177,000	241,000	2,068,000	-----	16,303,000	1,585,000	-----
Lincoln Trust	1,000,000	568,200	15,226,000	8,000	39,000	127,000	278,000	1,907,000	-----	12,441,000	1,833,000	-----
Metropolitan Tr Co.	2,000,000	4,070,900	54,832,000	297,000	47,000	92,000	389,000	5,149,000	-----	41,013,000	1,894,000	-----
Nassau Nat, Bklyn.	1,000,000	1,148,000	15,108,000	11,000	99,000	230,000	86,000	1,420,000	-----	10,090,000	495,000	50,000
Irving Trust Co.	1,500,000	1,082,200	38,187,000	187,000	251,000	814,000	1,560,000	4,440,000	-----	36,171,000	250,000	-----
Farmers Loan & Tr Co	5,000,000	10,525,000	137,020,000	3,789,000	29,000	62,000	233,000	17,232,000	-----	120,671,000	10,555,000	-----
<b>Average for week</b>	192,091,800	326,395,600	4,365,671,000	40,269,000	13,547,000	25,736,000	29,978,000	511,515,000	-----	3,575,139,000	178,279,000	36,361,000
Totals, actual conditi	on May 11	-----	4,429,784,000	40,305,000	13,529,000	25,347,000	28,860,000	562,112,000	-----	3,503,722		

The State Banking Department reports weekly figures showing the condition of State banks and trust companies in New York City *not in the Clearing House*, as follows:

**SUMMARY OF STATE BANKS AND TRUST COMPANIES IN GREATER NEW YORK. NOT INCLUDED IN CLEARING HOUSE STATEMENT.**

(*Figures Furnished by State Banking Department.*) *Differences from May 11. previous week.*

Loans and investments.	\$772,188,400	Inc.	\$3,162,700
Specie	14,136,500	Dec.	799,500
Currency and bank notes.	13,767,100	Inc.	218,400
Deposits with the F. R. Bank of New York.	52,480,600	Dec.	1,417,000
Total deposits.	812,366,100	Inc.	5,179,200
Deposits, eliminating amounts due from reserve depository and from other banks and trust companies in N. Y. City, exchanges and U. S. deposits.	722,693,300	Inc.	1,921,500
Reserve on deposits.	133,360,500	Dec.	1,824,500
Percentage of reserve, 20.4%.			

**RESERVE.**

	<i>State Banks</i>		<i>Trust Companies</i>
Cash in vaults.	\$14,420,200	11.19%	\$64,914,700
Deposits in banks and trust cos.	17,617,900	13.68%	36,075,500
Total	\$32,038,100	24.87%	\$100,990,200

The averages of the New York City Clearing House banks and trust companies *combined* with those for the State banks and trust companies in Greater New York City outside of the Clearing House are as follows:

**COMBINED RESULTS OF BANKS AND TRUST COMPANIES IN GREATER NEW YORK. (Two ciphers omitted.)**

Week Ended—	Loans and Investments	Demand Deposits.	Specie.	* Legal Tenders.	Total Cash in Vault.	Reserve in Depositaries.
Jan. 12	\$	\$	\$	\$	\$	\$
Jan. 19	4,893,792.4	4,526,394.9	104,736.0	102,483.2	207,219.2	613,402.6
Jan. 26	4,892,797.1	4,578,900.7	104,678.7	98,375.5	203,054.2	612,272.4
Feb. 2	4,899,129.5	4,479,558.3	101,471.0	97,599.0	199,070.0	619,095.8
Feb. 9	5,006,037.0	4,486,506.5	97,829.7	95,280.8	193,110.5	627,476.3
Feb. 16	5,038,372.7	4,517,827.6	96,292.1	93,282.0	189,574.1	649,108.3
Feb. 23	5,049,992.0	4,501,204.7	95,857.5	101,927.9	197,785.2	598,152.4
Mar. 2	5,116,615.8	4,428,375.5	93,416.1	101,863.0	195,279.1	567,452.0
Mar. 9	5,150,846.2	4,433,280.6	92,655.7	102,961.4	195,617.1	570,836.9
Mar. 16	5,127,304.4	4,319,035.1	90,537.4	83,762.6	174,300.0	560,387.6
Mar. 23	5,061,380.8	4,369,257.5	90,131.4	81,255.4	171,386.8	574,445.1
Mar. 30	5,034,741.0	4,409,310.1	90,664.8	84,264.8	174,929.6	569,773.5
April 6	5,089,258.3	4,446,491.7	91,076.7	86,187.0	177,263.7	578,017.3
April 13	5,055,925.8	4,468,927.4	91,749.8	86,601.6	178,351.4	603,729.1
April 20	5,126,263.6	4,466,133.2	92,493.5	85,430.6	177,244.1	590,421.2
April 27	5,263,096.6	4,487,819.0	92,069.3	83,894.9	175,964.2	594,991.3
May 4	5,276,947.7	4,454,190.8	92,079.0	86,019.3	178,098.3	592,019.7
May 11	5,306,256.9	4,415,207.5	91,076.0	85,279.8	178,355.8	573,374.3

\*Included with "Legal Tenders" are national bank notes and Fed. Reserve notes held by State banks and trust cos., but not those held by Fed. Reserve members.

In addition to the returns of "State banks and trust companies in New York City *not in the Clearing House*," furnished by the State Banking Department, the Department also presents a statement covering all the institutions of this class in the City of New York:

For definitions and rules under which the various items are made up, see "Chornicle," V. 98, p. 1661.

The provisions of the law governing the reserve requirements of State banking institutions as amended May 22 1917 were published in the "Chronicle" May 19 1917 (V. 104, p. 1975). The regulations relating to calculating the amount of deposits and what deductions are permitted in the computation of the reserves were given in the "Chronicle" April 4 1914 (V. 98, p. 1045).

**STATE BANKS AND TRUST COMPANIES IN NEW YORK CITY.**

Week ended May 11.	State Banks.		Trust Companies.	
	May 11 1918.	Differences from previous week.	May 4 1918.	Differences from previous week.
Capital as of Mar. 14.	\$23,618,400	\$	\$95,050,000	\$
Surplus as of Mar. 14.	41,225,300		163,861,000	
Loans and investments.	471,715,000	Inc. 4,320,000	2,007,225,000	Dec. 5,608,300
Specie	16,187,800	Dec. 22,600	19,649,000	Dec. 802,300
Currency & bk. notes	27,773,500	Inc. 1,004,000	16,460,000	Inc. 634,300
Deposits with the F. R. Bank	40,411,300	Dec. 591,500	197,412,400	Dec. 3,683,800
Deposits	599,698,400	Inc. 14,125,200	2,038,187,600	Dec. 31,065,700
Reserve on deposits	109,894,300	Inc. 268,000	306,848,800	Dec. 5,927,500
P. C. reserve to dep.	24.1%	Inc. 5%	19.4%	Inc. 4%

**Boston Clearing House Banks.**—We give below a summary showing the totals for all the items in the Boston Clearing House weekly statement for a series of weeks:

**BOSTON CLEARING HOUSE MEMBERS.**

	May 11 1918.	Change from previous week.	May 4 1918.	April 27 1918.
Circulation	4,979,000	Inc. \$5,000	\$4,974,000	\$4,908,000
Loans, disc'ts & investments	488,573,000	Inc. 6,443,000	482,430,000	485,184,000
Individual deposits, incl. U. S.	434,752,000	Dec. 23,494,000	620,564,000	606,940,000
Due to banks	131,499,000	Dec. 3,624,000	135,123,000	133,279,000
Time deposits	17,360,000	Dec. 1,442,000	18,808,000	19,543,000
Exchanges for Clear. House	19,007,000	Inc. 2,193,000	16,814,000	14,361,000
Due from other banks	89,440,000	Inc. 1,749,000	87,691,000	89,679,000
Cash in bank & in F. R. Bank	60,914,000	Dec. 515,000	61,429,000	60,807,000
Reserve excess in bank and Federal Reserve Bank	14,613,000	Dec. 2,064,000	16,677,000	16,095,000

**Philadelphia Banks.**—The Philadelphia Clearing House statement for the week ending May 11, with comparative figures for the two weeks preceding, is as follows. Reserve requirements for members of the Federal Reserve system are 10% on demand deposits and 3% on time deposits, all to be kept with the Federal Reserve Bank. "Cash in vaults" is not a part of legal reserve. For trust companies not members of the Federal Reserve system the reserve required is 15% on demand deposits and includes "Reserve with legal depositaries" and "Cash in vaults."

Two ciphers (00) omitted.	Week ending May 11 1918.			May 4 1918.	April 27 1918.
	Members of F. R. Sys.	Trust Cos.	Total.		
Capital	\$25,975.0	\$5,500.0	\$31,475.0	\$31,475.0	\$31,475.0
Surplus and profits	67,261.0	13,908.0	81,169.0	81,173.0	81,182.0
Loans, disc'ts & investments	574,437.0	46,127.0	620,564.0	610,856.0	606,940.0
Exchanges for Clear. House	23,737.0	399.0	24,136.0	25,189.0	20,509.0
Due from banks	129,136.0	213.0	129,349.0	136,385.0	128,226.0
Bank deposits	167,111.0	1,236.0	168,347.0	167,274.0	166,408.0
Individual deposits	433,273.0	30,789.0	464,062.0	467,699.0	463,119.0
Time deposits	4,240.0		4,240.0	4,355.0	4,410.0
Total deposits	604,624.0	32,025.0	636,649.0	639,328.0	633,937.0
U. S. deposits (not included)			65,565.0	41,851.0	41,056.0
Res'v with Fed. Res. Bk.	56,016.0		56,016.0	48,427.0	46,990.0
Res'v with legal deposit's			4,972.0	4,972.0	4,550.0
Cash in vault	16,442.0	1,882.0	18,324.0	17,632.0	17,978.0
Total reserve & cash held	72,458.0	6,854.0	79,312.0	70,659.0	69,456.0
Reserve required	44,878.0	4,711.0	49,589.0	49,076.0	49,814.0
Excess res. & cash in vault	27,580.0	2,143.0	29,723.0	21,583.0	19,642.0

\*Cash in vault is not counted as reserve for F. R. bank members.

**Non-Member Banks and Trust Companies.**—Following is the report made to the Clearing House by clearing non-member institutions which are not included in the "Clearing House return" on the preceding page:

**RETURN OF NON-MEMBER INSTITUTIONS OF NEW YORK CLEARING HOUSE.**

CLEARING NON-MEMBERS.	Capital.	Net Profits.	Loans, Discounts, etc.	Gold.	Legal Tenders.	Silver.	National Bank & Federal Reserve Notes.	Reserve with Legal Depositaries.	Additional Deposits with Legal Depositaries.	Net Demand Deposits.	Net Time Deposits.	National Bank Circulation.
Members of Federal Reserve Bank	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Battery Park Nat. Bank	400,000	462,900	8,127,000	72,000	16,000	43,000	170,000	893,000	163,000	6,356,000	125,000	188,000
W. R. Grace & Co.'s bank	500,000	642,400	4,9									

**Bankers' Gazette.**

Wall Street, Friday Night, May 17 1918.

**The Money Market and Financial Situation.**—Accompanied by a volume of business which has not been exceeded of late years the security markets have this week recorded an advance in prices equally unusual. This is notably true of the stock market, mention of which is made somewhat in detail below.

A few of the alleged causes for this rather unique movement may be found in this week's report of weather and crop conditions which, like those preceding, are of an exceptionally favorable character; in the practical certainty that railway rates, both freight and passenger, will be substantially increased; the great industrial activity all over the country; the financial situation and outlook; the military situation in Western Europe; and also perhaps in the more or less vague, indefinite hope that with so much peace talk as is now in the air something tangible will crystallize that may finally end the war.

In the last analysis, however, this week's record of Stock Exchange operations has been made possible only because of participation therein by the outside public, which for many months past has kept entirely aloof from the market. This factor has been supplemented, of course, by an eager and alert professional element, which has bought or sold freely, and perhaps recklessly, with every change or hoped for change of sentiment.

The money market has been inclined to irregularity, with call loan rates fluctuating between 3 and 6%.

**Foreign Exchange.**—Sterling exchange has remained without significant change. In the Continental exchanges the features have been the weakness in lire and the exceptional strength in Swiss francs and guilders.

To-day's (Friday's) actual rates for sterling/exchange were 4 72½@4 72½ for sixty days, 4 7547½@4 75½ for cheques and 4 7645@4 76 7-16 for cables. Commercial on banks, sight 4 75½@4 75¼, sixty days 4 71¾@4 71½, ninety days 4 70@4 70½, and documents for payment (sixty days) 4 71½@4 71½. Cotton for payment, 4 75½@4 75¼, and grain for payment 4 75½@4 75¼.

To-day's (Friday's) actual rates for Paris bankers' francs were 5 77¾ for long and 5 71½ for short. Germany bankers' marks were not quoted. Amsterdam bankers' guilders were 49 13-16@50 5-16 for long and 49 15-16@50 7-16 for short.

Exchange at Paris on London, 27.15 fr.; week's range, 27.15 fr. high and 27.16 fr. low.

Exchange at Berlin on London, not quotable.

The range for foreign exchange for the week follows:

Sterling Actual— High for the week—	Sixty Days. Checks.	Cables.
4 72½	4 75½	4 75 7-16
Low for the week—	4 72½	4 7545
Paris Bankers' Francs—		4 7645
High for the week—	5 77¾	5 71½
Low for the week—	5 78	5 71½
Amsterdam Bankers' Guilders—		5 69½
High for the week—	50 5-16	50½
Low for the week—	47 15-16	48½

**Domestic Exchange.**—Chicago, 10c. per \$1,000 discount. Boston, par. St. Louis, 15c. per \$1,000 discount bid. San Francisco, par. Montreal, \$14.375 per \$1,000 premium. Minneapolis, 10c. per \$1,000 discount. Cincinnati, par.

**State and Railroad Bonds.**—No sales of State bonds have been reported at the Board this week. The market for railway and industrial bonds has been moderately active and unusually strong, the latter in sympathy with the market for shares. Of a list of 17 notably active issues 14 have advanced and only 1 has declined, 2 remaining unchanged. Of the former Hudson & Manhattans are conspicuous for an advance of from 2½ to 4½ points. Inter. Mercan. Marine 6s are 4½ points higher than last week, New York Railways 5s 4 points and others are up 1½ to 2½ points.

In addition to those mentioned the active list includes Balt. & Ohio, Ches. & Ohio, Burlington, Rock Island, Mo. Pac., So. Pac., Erie and New York Central issues.

**United States Bonds.**—Sales of Government bonds at the Board include \$2,000 4s reg. at 105½; \$1,500 3s reg., at 99½; \$13,000 3s coup., at 99½; Liberty Loan 3½s, at 98.92 to 99.04; L. L. 1st 4s, at 94.60 to 95.82; L. L. 2d 4s, at 94.60 to 95.78, and L. L. 4½s at 97.52 to 98.40. For today's prices of all the different issues and for weekly range see third page following.

**Railroad and Miscellaneous Stocks.**—As noted above the stock market has surpassed all recent records in the matter of activity and strength. This is a continuation and perhaps culmination of the movement began last week. It increased in intensity up to about noon on Thursday when a long list of active shares had advanced within the week from 3 to 8 points and the daily transactions, averaging 1,325,000 shares, were the largest, for so long a period, in recent years.

Of the railway list New Haven led the movement in an advance of 8½ points. Reading had gained 4½, New York Central and Baltimore & Ohio 3½, St. Paul and Southern Pacific 2½ and Atchison, Canadian Pacific, Chesapeake & Ohio, Union Pacific and Northern Pacific 2 points and upwards.

Of manufacturing and industrial shares Am. Sum. Tob. led with an advance of 11½, followed by Beth. Steel and Gen. Motors with a gain of 7½ and 8 points respectively. The reaction which began on Thursday was somewhat augmented in a few cases to-day, but this was largely offset by a corresponding recovery in other issues.

For daily volume of business see page 2109.

The following sales have occurred this week of shares not represented in our detailed list on the pages which follow:

STOCKS. Week ending May 17.	Sales for Week.	Range for Week.		Range since Jan. 1.	
		Lowest.	Highest.	Lowest.	Highest.
Acme Tea, 1st pref.—100	100	\$ per share.	\$ per share.	\$ per share.	\$ per share.
Adams Express—100	200	80 May 17	80 May 17	80 May	80 May
Amer. Cities, pref.—100	100	59½ May 15	59½ May 15	59½ May	59½ May
Am Sumatra Tob., pf.—100	900	10½ May 13	10½ May 13	10½ May	10½ May
Associated Oil—100	400	58½ May 15	61 May 15	54	Apr 61
Atlanta Birm. & Atl.—100	200	9 May 13	9 May 14	8½	Jan 9½ Apr
Barrett, preferred—100	112	100½ May 16	100½ May 16	100	Jan 101½ Feb
Batopilas Mining—20	1,900	1 May 11	1½ May 13	1	Jan 1½ Mar
Bklyn Union Gas—100	100	84½ May 11	84½ May 11	80	Mar 85 Feb
Brunswick Terminal—100	2,600	7½ May 11	9 May 16	6½	Jan 9 May
Butterick—100	400	8 May 16	8 May 16	8	May 11½ Feb
Calumet & Arizona—10	100	71 May 15	71 May 15	63½	Jan 71 May
Central Foundry—100	700	37½ May 16	38½ May 13	26	Mar 41½ Apr
Preferred—100	400	48½ May 14	49 May 13	41	Jan 53 Apr
Chicago & Alton—100	100	10 May 14	10 May 14	7	Apr 10 May
Chic. & East Ills pref trust receipts—100	500	5 May 13	9½ May 14	5	Jan 9½ May
Cluett, Peabody & Co.—100	100	52 May 15	52 May 15	45	Jan 56 Feb
Comput-Tab-Record 100	235	37 May 15	37 May 15	30	Jan 37 May
Cons Interstate, Call.—10	800	8½ May 13	9 May 14	7½	Apr 10 Jan
Continental Can, pf. 100	300	104½ May 16	104 May 16	103	Mar 105 Mar
Continental Insur—25	200	48 May 15	58 May 15	44	Feb 48 May
Cres Carpet—100	100	50 May 15	50 May 15	40	Apr 50 May
Detroit Edison—100	25	106 May 16	106 May 16	98	Jan 105 Mar
Elec Storage Battery—100	100	50½ May 14	50½ May 14	48	Apr 50½ May
Elk Horn Coal—50	500	26½ May 13	26½ May 13	22	Jan 28½ Mar
Federal Min & Smelt—100	200	11½ May 14	12 May 15	9½	Apr 13½ Jan
Preferred—100	900	33½ May 14	36½ May 17	27	Jan 36½ Feb
General Chemical—100	200	175 May 13	176 May 13	165	Jan 180 Feb
General Cigar, Inc.—100	200	43 May 15	43 May 15	34	Jan 45 Mar
Hartman Corp.—100	200	40½ May 13	41½ May 13	37	Mar 44 Jan
International Salt—100	200	53 May 14	55½ May 16	53	May 56½ Feb
Jewel Tea, Inc.—100	100	33 May 15	33 May 15	30½	Apr 40 Feb
Kings Co Elec L & P—100	165	92½ May 17	92½ May 17	89½	Apr 94 Feb
Kress (SH) & Co., pf. 100	100	103 May 14	103 May 14	100	Jan 103 May
Liggett & Myers—100	900	165½ May 16	180 May 13	165	Jan 195½ Feb
Preferred—100	500	102½ May 15	103 May 11	101½	Jan 107½ Mar
Manhat. Elec Supply—100	100	46½ May 14	46½ May 14	46	May 46 May
Manhat. (Elev.) Ry.—100	900	96 May 14	100 May 17	94	Mar 100 May
M St P & S S M—100	400	87½ May 14	89 May 14	80½	Jan 90 Mar
Nashv. Chatt & St. L—100	172	119½ May 16	119½ May 16	119½	May 119½ May
National Acme—50	3,500	231½ May 15	33 May 11	26½	Jan 33 May
Nat. Rys Mex 2d pref 100	900	5 May 16	6 May 16	5	Apr 7½ Jan
N O Tex & Mex v t c—100	2,200	21 May 11	24½ May 16	17	Apr 24½ May
N Y Chie & St. Louis—100	200	16 May 14	16 May 15	14	Jan 16 Jan
2d preferred—100	100	41½ May 15	41½ May 15	41½	May 42 Apr
New York Dock—100	1,000	20½ May 14	25 May 17	18½	Jan 25 May
Norfolk Southern—100	300	16 May 15	16½ May 16	16	May 21 Feb
Nova Scotia S & C—100	800	61½ May 13	63½ May 17	59	Apr 69 Jan
Ohio Fuel Supply—25	100	42 May 16	42 May 16	41½	Mar 44½ Jan
Owens Bottle-Mach—25	200	60 May 11	60 May 15	55½	Jan 65 Feb
Peoria & Eastern—100	100	5 May 15	6 May 16	4½	Apr 6 Jan
Pettibone-Mulliken—100	100	37 May 14	37 May 14	29½	Jan 37 May
Pittab. C & St. L—100	100	53½ May 16	53½ May 15	53½	May 53½ May
Pittab. Steel, pref.—100	100	93 May 13	93 May 13	90	Apr 98 Jan
St. L-S Fran, pref A—100	2,200	26½ May 14	29 May 16	21	Apr 30 Jan
Savage Arms Corp.—100	1,100	76½ May 11	80½ May 16	63	Jan 80½ May
So Porto Rico Sugar—100	100	160 May 16	160 May 16	158	Jan 162 Jan
Standard Milling—100	700	99 May 11	101½ May 16	84	Jan 101½ May
Preferred—100	200	80½ May 17	81½ May 13	80½	May 89 Jan
Third Avenue Ry.—100	1,600	17½ May 14	21 May 15	16	Apr 21½ Jan
Tol St L & W tr rect.—100	300	5½ May 14	5½ May 14	5½	May 5½ May
Pref trust receipts—100	800	9 May 14	10½ May 15	8½	Mar 12½ Jan
Transit & Wms—no par	400	41 May 14	42 May 15	39	May 42 May
Underwood, pref—100	200	106 May 16	106 May 16	106	May 112 Feb
United Drug—100	200	70½ May 16	70½ May 16	69½	Jan 70½ Feb
2d preferred—100	200	78 May 16	79 May 16	77½	Apr 80 Jan
U S Realty & Impt—100	100	12½ May 14	12½ May 14	8	Mar 17 Apr
Wells, Fargo Express 100	600	70½ May 17	71½ May 13	70½	May 83½ Jan

**Outside Market.**—Trading on the "curb" this week broadened considerably, and at times business was very heavy. There was a sharp upturn to prices, new high records being established in a number of instances, but succeeding reactions and rallies resulted in considerable irregularity. Aetna Explosives com. continued the prominent feature and sold up from 13½ to 16½, a new high point, reacted to 14½, with a final rally to 15½. Air Reduction com. advanced from 70 to 75½, with the final transaction at 75. Burns Bros. Ice improved at first over 5 points to 30½, but broke later to 24, with the close to-day at 26. Motor stocks were without special feature though Chevrolet Motor rose from 120 to 130 and sold finally at 127. United Motors, after early advance from 23½ to 26½, moved down to 24, and ends the week at 24½. Smith Motor Truck was under pressure, dropping from 29-16 to 2 the close to-day being at 21-16. The aeroplane issues were only moderately active. Wright-Martin Inc. gained 2 points to 11½ and finished to-day at 11½. Curtiss Aerop. & M. com., after early loss of half a point to 34½, recovered to 36 the final figure to-day being 35½. Poulsen Wireless, one of the newer issues, attracted attention, registering an advance from 4 points to 15½. Submarine Boat, after an improvement of 1½ points to 19½, reacted to 17½ and closed to-day at 17½. Oil shares were rather quiet, but maintained a firm tone. Standard Oil shares were a little more prominent. Houston Oil com. advanced from 43½ to 48, reacted to 44½ and to-day jumped to 56, closing at 55½. Island Oil & Trans. improved 1½ points to 4½, and ends the week at 4½. Merritt Oil from 22 on irregular movements, reached 23½ and sold finally at 22½. Midwest Refining moved up from 108 to 119 and down to 115. Oklahoma Prod. & Ref. advanced from 6½ to 8, and closed to-day at 7½. Mines without special feature. Bonds dull. Canadian Govt. 5% notes were heavily traded in and rose from 96½ to 97½, a new high record.

A complete record of "curb" market transactions for the week will be found on page 2109.

New York Stock Exchange—Stock Record, Daily, Weekly and Yearly 2101

**OCCUPYING TWO PAGES**

For record of sales during the week of stocks occupying two pages usually inactive, see preceding page

HIGH AND LOW SALE PRICES—PER SHARE, NOT PER CENT.							Sales for the Week	STOCKS NEW YORK STOCK EXCHANGE	PER SHARE Range Since Jan. 1. On basis of 100-share lots.		PER SHARE Range for Previous Year 1917		
Saturday May 11.	Monday May 13.	Tuesday May 14.	Wednesday May 15.	Thursday May 16.	Friday May 17.	Shares			Lowest.	Highest.	Lowest.	Highest.	
\$ per share	\$ per share	Railroads	Per	\$ per share.	\$ per share.	\$ per share.	\$ per share.						
85 85	84 <sup>1</sup> / <sub>2</sub> 85	85 86 <sup>1</sup> / <sub>2</sub>	87 88	86 <sup>1</sup> / <sub>2</sub> 87 <sup>1</sup> / <sub>2</sub>	86 <sup>1</sup> / <sub>2</sub> 87	9,300	Ash Topeka & Santa Fe	100	81 May 23	88 May 15	75 Dec 107 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub> Mar	
*81 82	82 82	81 <sup>1</sup> / <sub>2</sub> 82	82 82	82 82	*81 <sup>1</sup> / <sub>2</sub> 82 <sup>1</sup> / <sub>2</sub>	1,000	Do pref.	100	80 Jan 30	82 <sup>1</sup> / <sub>2</sub> Jan 2	75 Dec 100 <sup>1</sup> / <sub>2</sub>	100 <sup>1</sup> / <sub>2</sub> Feb	
92 92	91 91	91 <sup>1</sup> / <sub>2</sub> 92 <sup>1</sup> / <sub>2</sub>	92 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	92 <sup>1</sup> / <sub>2</sub> 92 <sup>1</sup> / <sub>2</sub>	93 94 <sup>1</sup> / <sub>2</sub>	*92 <sup>1</sup> / <sub>2</sub> 92 <sup>1</sup> / <sub>2</sub>	12,000	Atlantic Coast Line RR	100	89 Apr 22	94 <sup>1</sup> / <sub>2</sub> May 16	79 <sup>1</sup> / <sub>2</sub> Dec 119 Jan	119 Jan
53 53 <sup>1</sup> / <sub>2</sub>	53 <sup>1</sup> / <sub>2</sub> 54 <sup>1</sup> / <sub>2</sub>	54 <sup>1</sup> / <sub>2</sub> 55 <sup>1</sup> / <sub>2</sub>	55 <sup>1</sup> / <sub>2</sub> 56 <sup>1</sup> / <sub>2</sub>	55 <sup>1</sup> / <sub>2</sub> 56 <sup>1</sup> / <sub>2</sub>	55 <sup>1</sup> / <sub>2</sub> 56 <sup>1</sup> / <sub>2</sub>	38,800	Baltimore & Ohio	100	49 Jan 24	50 <sup>1</sup> / <sub>2</sub> May 15	38 <sup>1</sup> / <sub>2</sub> Dec 85 Jan	85 Jan	
*54 56	54 <sup>1</sup> / <sub>2</sub> 55 <sup>1</sup> / <sub>2</sub>	55 <sup>1</sup> / <sub>2</sub> 56	55 55 <sup>1</sup> / <sub>2</sub>	*54 <sup>1</sup> / <sub>2</sub> 55 <sup>1</sup> / <sub>2</sub>	55 55 <sup>1</sup> / <sub>2</sub>	*55 55 <sup>1</sup> / <sub>2</sub>	800	Brooklyn Rapid Transit	100	53 Apr 25	57 <sup>1</sup> / <sub>2</sub> Jan 5	48 <sup>1</sup> / <sub>2</sub> Dec 76 <sup>1</sup> / <sub>2</sub> Jan	76 <sup>1</sup> / <sub>2</sub> Jan
40 40	40 <sup>1</sup> / <sub>2</sub> 41	*40 42	41 <sup>1</sup> / <sub>2</sub> 44	44 45 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	6,600	Canadian Pacific	100	38 <sup>1</sup> / <sub>2</sub> Feb 25	48 <sup>1</sup> / <sub>2</sub> Jan 2	36 Dec 82 Jan	82 Jan	
14 <sup>1</sup> / <sub>2</sub> 14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub> 14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub> 14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub> 14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub> 14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub> 14 <sup>1</sup> / <sub>2</sub>	8,800	Chesapeake & Ohio	100	135 Mar 26	150 May 16	126 Dec 167 <sup>1</sup> / <sub>2</sub> Mar	167 <sup>1</sup> / <sub>2</sub> Mar	
57 <sup>1</sup> / <sub>2</sub> 58 <sup>1</sup> / <sub>2</sub>	58 <sup>1</sup> / <sub>2</sub> 59 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	2,100	Chicago Great Western	100	49 <sup>1</sup> / <sub>2</sub> Jan 15	60 <sup>1</sup> / <sub>2</sub> Mar 14	42 Nov 154 Jan	154 Jan	
*6 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	*7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	2,600	Do pref.	100	6 Apr 9	84 Jan 2	6 Dec 14 <sup>1</sup> / <sub>2</sub>	14 <sup>1</sup> / <sub>2</sub> Jan	
21 21 <sup>1</sup> / <sub>2</sub>	*21 <sup>1</sup> / <sub>2</sub> 22	22 22	23 <sup>1</sup> / <sub>2</sub> 23 <sup>1</sup> / <sub>2</sub>	23 23 <sup>1</sup> / <sub>2</sub>	22 <sup>1</sup> / <sub>2</sub> 23	17,700	Chicago Mill & St Paul	100	37 <sup>1</sup> / <sub>2</sub> Apr 22	47 <sup>1</sup> / <sub>2</sub> Jan 3	35 Nov 92 Jan	92 Jan	
41 <sup>1</sup> / <sub>2</sub> 42 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub> 45	14,200	Do pref.	100	66 <sup>1</sup> / <sub>2</sub> Apr 11	79 <sup>1</sup> / <sub>2</sub> Jan 5	62 <sup>1</sup> / <sub>2</sub> Dec 125 <sup>1</sup> / <sub>2</sub> Jan	125 <sup>1</sup> / <sub>2</sub> Jan				
70 <sup>1</sup> / <sub>2</sub> 70 <sup>1</sup> / <sub>2</sub>	71 <sup>1</sup> / <sub>2</sub> 72	72 75	73 <sup>1</sup> / <sub>2</sub> 74 <sup>1</sup> / <sub>2</sub>	73 74 <sup>1</sup> / <sub>2</sub>	71 <sup>1</sup> / <sub>2</sub> 73 <sup>1</sup> / <sub>2</sub>	2,200	Chicago & Northwestern	100	89 <sup>1</sup> / <sub>2</sub> Mar 25	95 Jan 3	85 Dec 124 <sup>1</sup> / <sub>2</sub> Jan	124 <sup>1</sup> / <sub>2</sub> Jan	
92 <sup>1</sup> / <sub>2</sub> 92 <sup>1</sup> / <sub>2</sub>	93 93	93 93	93 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	-----	Do pref.	100	137 Jan 29	137 Jan 29	137 <sup>1</sup> / <sub>2</sub> Dec 172 <sup>1</sup> / <sub>2</sub> Feb	172 <sup>1</sup> / <sub>2</sub> Feb	
20 <sup>1</sup> / <sub>2</sub> 21	20 <sup>1</sup> / <sub>2</sub> 21 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub> 23 <sup>1</sup> / <sub>2</sub>	23 23	23 24	22 <sup>1</sup> / <sub>2</sub> 23	42,700	Chester Rock Isl & Pac temp ctls.	100	18 Apr 22	24 <sup>1</sup> / <sub>2</sub> May 15	16 Dec 381 June	381 June	
*68 <sup>1</sup> / <sub>2</sub> 69 <sup>1</sup> / <sub>2</sub>	68 <sup>1</sup> / <sub>2</sub> 69	69 71	71 71 <sup>1</sup> / <sub>2</sub>	70 <sup>1</sup> / <sub>2</sub> 71	70 <sup>1</sup> / <sub>2</sub> 71	4,800	7% preferred temp ctls.	100	56 <sup>1</sup> / <sub>2</sub> Apr 15	71 <sup>1</sup> / <sub>2</sub> May 15	44 Dec 84 <sup>1</sup> Apr	84 <sup>1</sup> Apr	
58 <sup>1</sup> / <sub>2</sub> 59 <sup>1</sup> / <sub>2</sub>	59 59 <sup>1</sup> / <sub>2</sub>	59 61	60 60 <sup>1</sup> / <sub>2</sub>	60 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	5,500	6% preferred temp ctls.	100	46 Jan 15	61 May 14	35 <sup>1</sup> / <sub>2</sub> Dec 71 Apr	71 Apr	
*33 37	34 34	37 38	*36 38	*36 38	*33 35	400	Clev Clin Chlo & St Louis	100	26 Feb 21	38 May 14	24 Nov 61 Jan	61 Jan	
*57 64 <sup>1</sup> / <sub>2</sub>	*54 64 <sup>1</sup> / <sub>2</sub>	63 <sup>1</sup> / <sub>2</sub> 63 <sup>1</sup> / <sub>2</sub>	*60 64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub> 64 <sup>1</sup> / <sub>2</sub>	64 <sup>1</sup> / <sub>2</sub> 64 <sup>1</sup> / <sub>2</sub>	200	Do pref.	100	58 <sup>1</sup> / <sub>2</sub> May 7	64 <sup>1</sup> / <sub>2</sub> May 17	61 <sup>1</sup> / <sub>2</sub> Oct 80 Jan	80 Jan	
*20 20 <sup>1</sup> / <sub>2</sub>	*20 20 <sup>1</sup> / <sub>2</sub>	21 21 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub> 21 <sup>1</sup> / <sub>2</sub>	*21 <sup>1</sup> / <sub>2</sub> 21 <sup>1</sup> / <sub>2</sub>	21 <sup>1</sup> / <sub>2</sub> 21 <sup>1</sup> / <sub>2</sub>	800	Colorado & Southern	100	18 Apr 22	23 Jan 2	18 Nov 30 Jan	30 Jan	
*47 50	*47 50	49 49	*48 50	*47 50	*47 51	100	Do 1st pref.	100	47 Apr 3	50 <sup>1</sup> / <sub>2</sub> Jan 4	44 <sup>1</sup> / <sub>2</sub> Nov 57 <sup>1</sup> / <sub>2</sub> Jan	57 <sup>1</sup> / <sub>2</sub> Jan	
*42 48	*42 48	*45 46	*46 47	*43 46	*43 46	100	Do 2d pref.	100	40 Apr 4	45 Mar 14	41 Sept 46 Mar	46 Mar	
105 107 <sup>1</sup> / <sub>2</sub>	107 <sup>1</sup> / <sub>2</sub> 108	108 <sup>1</sup> / <sub>2</sub> 110	*110 112	111 <sup>1</sup> / <sub>2</sub> 111 <sup>1</sup> / <sub>2</sub>	*108 111	1,100	Delaware & Hudson	100	100 <sup>1</sup> / <sub>2</sub> Apr 11	115 <sup>1</sup> / <sub>2</sub> Feb 1	87 Nov 151 <sup>1</sup> / <sub>2</sub> Jan	151 <sup>1</sup> / <sub>2</sub> Jan	
165 165	*162 165	165 165	165 165	165 165	*165 170	600	Delaware Lack & Western	50	160 Apr 17	180 Jan 4	167 <sup>1</sup> / <sub>2</sub> Dec 238 Mar	238 Mar	
*31 <sup>1</sup> / <sub>2</sub> 4	*31 <sup>1</sup> / <sub>2</sub> 5	5 5	5 5	5 5	*4 5	300	Denver & Rio Grande	100	24 Jan 4	6 Jan 3	5 Dec 17 Jan	17 Jan	
*84 <sup>1</sup> / <sub>2</sub> 74	*64 <sup>1</sup> / <sub>2</sub> 74	8 10 <sup>1</sup> / <sub>2</sub>	91 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	91 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	91 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	3,500	Eric	100	5 Apr 23	13 <sup>1</sup> / <sub>2</sub> Jan 2	9 <sup>1</sup> / <sub>2</sub> Dec 41 Jan	41 Jan	
15 <sup>1</sup> / <sub>2</sub> 15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub> 15 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub> 17	16 <sup>1</sup> / <sub>2</sub> 17 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub> 17 <sup>1</sup> / <sub>2</sub>	15 <sup>1</sup> / <sub>2</sub> 16 <sup>1</sup> / <sub>2</sub>	38,450	Do pref.	100	14 Apr 17	17 <sup>1</sup> / <sub>2</sub> May 15	13 <sup>1</sup> / <sub>2</sub> Dec 34 <sup>1</sup> Jan	34 <sup>1</sup> Jan	
30 <sup>1</sup> / <sub>2</sub> 30 <sup>1</sup> / <sub>2</sub>	30 <sup>1</sup> / <sub>2</sub> 31 <sup>1</sup> / <sub>2</sub>	31 <sup>1</sup> / <sub>2</sub> 35	33 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	33 34 <sup>1</sup> / <sub>2</sub>	31 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	34,500	Do 1st pref.	100	23 <sup>1</sup> / <sub>2</sub> Jan 16	35 May 14	18 <sup>1</sup> / <sub>2</sub> Dec 49 <sup>1</sup> Jan	49 <sup>1</sup> Jan	
*21 22	21 <sup>1</sup> / <sub>2</sub> 21 <sup>1</sup> / <sub>2</sub>	22 22	24 <sup>1</sup> / <sub>2</sub> 24 <sup>1</sup> / <sub>2</sub>	24 <sup>1</sup> / <sub>2</sub> 24 <sup>1</sup> / <sub>2</sub>	23 24	2,200	Do 2d pref.	100	18 <sup>1</sup> / <sub>2</sub> Jan 25	24 <sup>1</sup> / <sub>2</sub> May 14	15 <sup>1</sup> / <sub>2</sub> Dec 39 <sup>1</sup> Jan	39 <sup>1</sup> Jan	
91 <sup>1</sup> / <sub>2</sub> 91 <sup>1</sup> / <sub>2</sub>	92 92	92 93	93 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub> 93 <sup>1</sup> / <sub>2</sub>	9,000	Great Northern pref.	100	86 Jan 15	93 <sup>1</sup> / <sub>2</sub> May 14	22 <sup>1</sup> / <sub>2</sub> Nov 118 <sup>1</sup> / <sub>2</sub> Jan	118 <sup>1</sup> / <sub>2</sub> Jan	
30 <sup>1</sup> / <sub>2</sub> 31	31 <sup>1</sup> / <sub>2</sub> 33 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub> 33 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	33 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub> 33 <sup>1</sup> / <sub>2</sub>	65,900	Iron Ore properties No par	100	25 <sup>1</sup> / <sub>2</sub> Jan 15	34 <sup>1</sup> / <sub>2</sub> May 16	35 <sup>1</sup> / <sub>2</sub> Dec 35 <sup>1</sup> Mar	35 <sup>1</sup> Mar	
*95 97	96 <sup>1</sup> / <sub>2</sub> 96 <sup>1</sup> / <sub>2</sub>	96 <sup>1</sup> / <sub>2</sub> 97 <sup>1</sup> / <sub>2</sub>	97 <sup>1</sup> / <sub>2</sub> 97 <sup>1</sup> / <sub>2</sub>	97 <sup>1</sup> / <sub>2</sub> 97 <sup>1</sup> / <sub>2</sub>	97 <sup>1</sup> / <sub>2</sub> 97 <sup>1</sup> / <sub>2</sub>	500	Illinois Central	100	92 Jan 7	97 <sup>1</sup> / <sub>2</sub> May 14	56 Dec 106 <sup>1</sup> / <sub>2</sub> Jan	106 <sup>1</sup> / <sub>2</sub> Jan	
7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	17,300	Interboro Cons Corp No par	100	64 <sup>1</sup> / <sub>2</sub> Mar 25	92 <sup>1</sup> / <sub>2</sub> Jan 3	65 Dec 33 <sup>1</sup> Jan	33 <sup>1</sup> Jan	
*38 <sup>1</sup> / <sub>2</sub> 40	40 <sup>1</sup> / <sub>2</sub> 41 <sup>1</sup> / <sub>2</sub>	41 41	40 <sup>1</sup> / <sub>2</sub> 41 <sup>1</sup> / <sub>2</sub>	41 <sup>1</sup> / <sub>2</sub> 42 <sup>1</sup> / <sub>2</sub>	41 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	7,800	Lehigh Valley	100	35 <sup>1</sup> / <sub>2</sub> May 2	47 <sup>1</sup> / <sub>2</sub> Jan 3	39 <sup>1</sup> / <sub>2</sub> Dec 72 <sup>1</sup> / <sub>2</sub> Jan	72 <sup>1</sup> / <sub>2</sub> Jan	
*16 17	16 <sup>1</sup> / <sub>2</sub> 16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub> 17 <sup>1</sup> / <sub>2</sub>	17 <sup>1</sup> / <sub>2</sub> 18	18 19 <sup>1</sup> / <sub>2</sub>	19 <sup>1</sup> / <sub>2</sub> 20	18,200	Kansas City Southern	100	15 <sup>1</sup> / <sub>2</sub> Apr 17	20 May 16	13 <sup>1</sup> / <sub>2</sub> Dec 25 <sup>1</sup> / <sub>2</sub> Jan	25 <sup>1</sup> / <sub>2</sub> Jan	
*50 51	*50 <sup>1</sup> / <sub>2</sub> 51	51 51	51 <sup>1</sup> / <sub>2</sub> 52 <sup>1</sup> / <sub>2</sub>	*50 <sup>1</sup> / <sub>2</sub> 52 <sup>1</sup> / <sub>2</sub>	*50 53	500	Do pref.	100	45 Jan 5	52 <sup>1</sup> / <sub>2</sub> May 15	40 Nov 55 <sup>1</sup> / <sub>2</sub> Jan	55 <sup>1</sup> / <sub>2</sub> Jan	
*8 10	*8 10	9 <sup>1</sup> / <sub>2</sub> 9 <sup>1</sup> / <sub>2</sub>	*9 <sup>1</sup> / <sub>2</sub> 10	10 <sup>1</sup> / <sub>2</sub> 10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub> 10 <sup>1</sup> / <sub>2</sub>	600	Lake Erie & Western	100	81 <sup>1</sup> / <sub>2</sub> May 1	10 <sup>2</sup> Feb 19	81 <sup>1</sup> / <sub>2</sub> Dec 25 <sup>1</sup> / <sub>2</sub> Jan	25 <sup>1</sup> / <sub>2</sub> Jan	
*15 25	*15 25	*15 25	*15 25	*15 25	*15 25	1,750	Lehigh Valley	100	55 Jan 15	62 <sup>1</sup> / <sub>2</sub> Mar 11	52 <sup>1</sup> / <sub>2</sub> Dec 20 <sup>1</sup> / <sub>2</sub>	20 <sup>1</sup> / <sub>2</sub> Dec	
*59 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	60 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	61 61	61 <sup>1</sup> / <sub>2</sub> 62 <sup>1</sup> / <sub>2</sub>	62 63	62 <sup>1</sup> / <sub>2</sub> 63 <sup>1</sup> / <sub>2</sub>	5,000	Lehigh Valley	100	71 <sup>1</sup> / <sub>2</sub> Apr 17	78 <sup>1</sup> / <sub>2</sub> May 15	69 <sup>1</sup> / <sub>2</sub> Dec 168 <sup>1</sup> / <sub>2</sub> Jan	168 <sup>1</sup> / <sub>2</sub> Jan	
16 16	*14 16	16 16	16 16	17 17	17 17	1,000	Lehigh Valley	100	61 <sup>1</sup> / <sub>2</sub> Jan 29	68 <sup>1</sup> / <sub>2</sub> May 15	56 Dec 134 <sup>1</sup> / <sub>2</sub> Jan	134 <sup>1</sup> / <sub>2</sub> Jan	
*40 44	*40 44	*42 <sup>1</sup> / <sub>2</sub> 47	*42 <sup>1</sup> / <sub>2</sub> 47	44 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	200	Do pref.	100	15 <sup>1</sup> / <sub>2</sub> Apr 19	19 <sup>1</sup> / <sub>2</sub> May 15	16 <sup>1</sup> / <sub>2</sub> Dec 39 <sup>1</sup> Jan	39 <sup>1</sup> Jan	
123 <sup>1</sup> / <sub>2</sub> 124 <sup>1</sup> / <sub>2</sub>	123 <sup>1</sup> / <sub>2</sub> 124 <sup>1</sup> / <sub>2</sub>	124 <sup>1</sup> / <sub>2</sub> 125 <sup>1</sup> / <sub>2</sub>	124 <sup>1</sup> / <sub>2</sub> 126 <sup>1</sup> / <sub>2</sub>	124 <sup>1</sup> / <sub>2</sub> 126 <sup>1</sup> / <sub>2</sub>	124 <sup>1</sup> / <sub>2</sub> 126 <sup>1</sup> / <sub>2</sub>	62,600	Union Pacific	100	109 <sup>1</sup> / <sub>2</sub> Mar 15	126 <sup>1</sup> / <sub>2</sub> May 14	101 <sup>1</sup> / <sub>2</sub> Dec 149 <sup>1</sup> Jan	149 <sup>1</sup> Jan	
*71 71	70 70	*69 70 <sup>1</sup> / <sub>2</sub>	70 <sup>1</sup> / <sub>2</sub> 70 <sup>1</sup> / <sub>2</sub>	71 71 <sup>1</sup> / <sub>2</sub>	70 <sup>1</sup> /<								

**Bid and asked prices—no sales on this day.** **3 Ex-rights.** **5 Less than 100 shares.** **Ex-div. and rights.** **Ex-dividend.** **5 Before payment of first installment**

For record of sales during the week of stocks usually inactive, see second page preceding.

HIGH AND LOW SALE PRICES—PER SHARE, NOT PER CENT.							Sales for the Week Shares	STOCKS NEW YORK STOCK EXCHANGE		PER SHARE Range Since Jan. 1. On basis of 100-share lots.		PER SHARE Range for Previous Year 1917	
Saturday May 11.	Monday May 13.	Tuesday May 14.	Wednesday May 15.	Thursday May 16.	Friday May 17.			Lowest.	Highest.	Lowest.	Highest.		
\$ per share	\$ per share	\$ per share	\$ per share	\$ per share	\$ per share	\$ per share	\$ per share	\$ per share	\$ per share	\$ per share	\$ per share		
131 <sup>1</sup> / <sub>2</sub> 132 <sup>1</sup> / <sub>2</sub>	*130 134 <sup>1</sup> / <sub>2</sub>	125 133 <sup>1</sup> / <sub>2</sub>	134 134 <sup>1</sup> / <sub>2</sub>	132 <sup>1</sup> / <sub>2</sub> 132 <sup>1</sup> / <sub>2</sub>	*131 134 <sup>1</sup> / <sub>2</sub>	500	Burns Bros.	100	134 May 8	124 Dec	524 Jan		
9 <sup>1</sup> / <sub>2</sub> 9 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>2</sub> 9 <sup>1</sup> / <sub>2</sub>	9 <sup>1</sup> / <sub>2</sub> 10 <sup>1</sup> / <sub>2</sub>	10 <sup>1</sup> / <sub>2</sub> 10 <sup>1</sup> / <sub>2</sub>	10 10 <sup>1</sup> / <sub>2</sub>	8,250	Butte Copper & Zinc v t c.	100	10 <sup>1</sup> / <sub>2</sub> Feb 15	33 <sup>1</sup> / <sub>2</sub> May 14	33 <sup>1</sup> / <sub>2</sub> Nov	42 <sup>1</sup> / <sub>2</sub> Aug		
*18 <sup>1</sup> / <sub>2</sub> 19 <sup>1</sup> / <sub>2</sub>	18 <sup>1</sup> / <sub>2</sub> 25 <sup>1</sup> / <sub>2</sub>	27 33 <sup>1</sup> / <sub>2</sub>	28 31 <sup>1</sup> / <sub>2</sub>	27 <sup>1</sup> / <sub>2</sub> 29	24 27	55,950	Butte & Superior Mining	10	16 <sup>1</sup> / <sub>2</sub> Jan 2	45 <sup>1</sup> / <sub>2</sub> May 10	104 Dec	30 <sup>1</sup> / <sub>2</sub> Jan	
*44 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	43 43 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	44 44	43 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	1,900	California Packing	No par	36 <sup>1</sup> / <sub>2</sub> Jan 3	19 <sup>1</sup> / <sub>2</sub> May 16	29 <sup>1</sup> / <sub>2</sub> Nov	62 <sup>1</sup> / <sub>2</sub> Jan	
17 18 <sup>1</sup> / <sub>2</sub>	17 <sup>1</sup> / <sub>2</sub> 18	17 <sup>1</sup> / <sub>2</sub> 19	18 19 <sup>1</sup> / <sub>2</sub>	18 <sup>1</sup> / <sub>2</sub> 19 <sup>1</sup> / <sub>2</sub>	18 <sup>1</sup> / <sub>2</sub> 19 <sup>1</sup> / <sub>2</sub>	16,900	California Petroleum	100	12 Jan 1	19 <sup>1</sup> / <sub>2</sub> May 17	55 Dec	101 <sup>1</sup> / <sub>2</sub> Jun	
48 50 <sup>1</sup> / <sub>2</sub>	50 50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub> 50 <sup>1</sup> / <sub>2</sub>	50 <sup>1</sup> / <sub>2</sub> 50 <sup>1</sup> / <sub>2</sub>	51 <sup>1</sup> / <sub>2</sub> 53 <sup>1</sup> / <sub>2</sub>	53 <sup>1</sup> / <sub>2</sub> 55 <sup>1</sup> / <sub>2</sub>	54 <sup>1</sup> / <sub>2</sub> 55 <sup>1</sup> / <sub>2</sub>	Do pref.	100	36 Jan 5	55 <sup>1</sup> / <sub>2</sub> May 17	55 Dec	101 <sup>1</sup> / <sub>2</sub> Jun	
67 <sup>1</sup> / <sub>2</sub> 68 <sup>1</sup> / <sub>2</sub>	68 <sup>1</sup> / <sub>2</sub> 69 <sup>1</sup> / <sub>2</sub>	68 <sup>1</sup> / <sub>2</sub> 68 <sup>1</sup> / <sub>2</sub>	68 <sup>1</sup> / <sub>2</sub> 68 <sup>1</sup> / <sub>2</sub>	69 <sup>1</sup> / <sub>2</sub> 72	69 <sup>1</sup> / <sub>2</sub> 72	50,600	Central Leather	100	61 <sup>1</sup> / <sub>2</sub> Jan 15	72 <sup>1</sup> / <sub>2</sub> Feb 27	97 Dec	115 <sup>1</sup> / <sub>2</sub> Jan	
104 104 <sup>1</sup> / <sub>2</sub>	104 <sup>1</sup> / <sub>2</sub> 104 <sup>1</sup> / <sub>2</sub>	*103 104 <sup>1</sup> / <sub>2</sub>	104 104 <sup>1</sup> / <sub>2</sub>	*103 104 <sup>1</sup> / <sub>2</sub>	*103 104 <sup>1</sup> / <sub>2</sub>	300	Do pref.	100	102 <sup>1</sup> / <sub>2</sub> Mar 14	*107 Mar 8	25 Dec	41 Feb	
34 34 <sup>1</sup> / <sub>2</sub>	34 <sup>1</sup> / <sub>2</sub> 35	34 <sup>1</sup> / <sub>2</sub> 35	34 <sup>1</sup> / <sub>2</sub> 35 <sup>1</sup> / <sub>2</sub>	35 <sup>1</sup> / <sub>2</sub> 35 <sup>1</sup> / <sub>2</sub>	35 35 <sup>1</sup> / <sub>2</sub>	9,400	Cerro de Pasco Cop.	No par	29 <sup>1</sup> / <sub>2</sub> Mar 6	35 <sup>1</sup> / <sub>2</sub> May 16	56 Nov	104 <sup>1</sup> / <sub>2</sub> Mar	
*50 <sup>1</sup> / <sub>2</sub> 82 <sup>1</sup> / <sub>2</sub>	82 <sup>1</sup> / <sub>2</sub> 82	82 <sup>1</sup> / <sub>2</sub> 82 <sup>1</sup> / <sub>2</sub>	82 <sup>1</sup> / <sub>2</sub> 82 <sup>1</sup> / <sub>2</sub>	82 <sup>1</sup> / <sub>2</sub> 83	82 <sup>1</sup> / <sub>2</sub> 83	1,200	Chandler Motor Car	100	68 <sup>1</sup> / <sub>2</sub> Jan 2	98 Feb 25	11 <sup>1</sup> / <sub>2</sub> Nov	27 <sup>1</sup> / <sub>2</sub> Mar	
16 <sup>1</sup> / <sub>2</sub> 16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub> 16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub> 16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub> 16 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub> 17 <sup>1</sup> / <sub>2</sub>	16 <sup>1</sup> / <sub>2</sub> 17 <sup>1</sup> / <sub>2</sub>	15,800	Chile Copper	25	39 Mar 25	47 <sup>1</sup> / <sub>2</sub> May 16	53 <sup>1</sup> / <sub>2</sub> Nov	63 <sup>1</sup> / <sub>2</sub> Mar	
43 43 <sup>1</sup> / <sub>2</sub>	43 43 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 45 <sup>1</sup> / <sub>2</sub>	45 <sup>1</sup> / <sub>2</sub> 47 <sup>1</sup> / <sub>2</sub>	45 <sup>1</sup> / <sub>2</sub> 48 <sup>1</sup> / <sub>2</sub>	18,600	Chino Copper	5	34 <sup>1</sup> / <sub>2</sub> Jan 29	50 <sup>1</sup> / <sub>2</sub> May 16	29 <sup>1</sup> / <sub>2</sub> Nov	58 June	
43 43 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub> 45 <sup>1</sup> / <sub>2</sub>	43 <sup>1</sup> / <sub>2</sub> 44 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 45 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 48 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 49 <sup>1</sup> / <sub>2</sub>	54,800	Colorado Fuel & Iron	100	28 <sup>1</sup> / <sub>2</sub> Mar 25	35 Jan 30	25 <sup>1</sup> / <sub>2</sub> Nov	47 <sup>1</sup> / <sub>2</sub> Apr	
34 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	34 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	34 34 <sup>1</sup> / <sub>2</sub>	34 <sup>1</sup> / <sub>2</sub> 34 <sup>1</sup> / <sub>2</sub>	34 34 <sup>1</sup> / <sub>2</sub>	34 34 <sup>1</sup> / <sub>2</sub>	6,300	Columbia Gas & Elec.	100	84 Jan 5	92 <sup>1</sup> / <sub>2</sub> Feb 7	76 Nov	103 <sup>1</sup> / <sub>2</sub> June	
*87 89	88 88	88 <sup>1</sup> / <sub>2</sub> 88 <sup>1</sup> / <sub>2</sub>	89 89	90 <sup>1</sup> / <sub>2</sub> 90 <sup>1</sup> / <sub>2</sub>	90 <sup>1</sup> / <sub>2</sub> 90 <sup>1</sup> / <sub>2</sub>	88 88	Consolidated Gas (N Y)	100	67 <sup>1</sup> / <sub>2</sub> May 10	95 Feb 19	18 Feb	37 <sup>1</sup> / <sub>2</sub> July	
70 70	*68 70 <sup>1</sup> / <sub>2</sub>	*68 <sup>1</sup> / <sub>2</sub> 70 <sup>1</sup> / <sub>2</sub>	*67 70 <sup>1</sup> / <sub>2</sub>	70 <sup>1</sup> / <sub>2</sub> 70 <sup>1</sup> / <sub>2</sub>	70 <sup>1</sup> / <sub>2</sub> 72 <sup>1</sup> / <sub>2</sub>	4,300	Continental Can.	100	29 <sup>1</sup> / <sub>2</sub> Jan 15	43 <sup>1</sup> / <sub>2</sub> May 13	88 <sup>1</sup> / <sub>2</sub> Nov	112 <sup>1</sup> / <sub>2</sub> Jan	
40 <sup>1</sup> / <sub>2</sub> 42 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	42 43 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	42 43 <sup>1</sup> / <sub>2</sub>	134,400	Corn Products Refining	100	*20 <sup>1</sup> / <sub>2</sub> Jan 7	99 May 9	11 <sup>1</sup> / <sub>2</sub> Dec	91 <sup>1</sup> / <sub>2</sub> July	
98 <sup>1</sup> / <sub>2</sub> 98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub> 98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub> 98 <sup>1</sup> / <sub>2</sub>	98 <sup>1</sup> / <sub>2</sub> 98 <sup>1</sup> / <sub>2</sub>	99 99	99 99	1,000	Do pref.	100	52 Jan 12	74 <sup>1</sup> / <sub>2</sub> May 16	83 Dec	117 <sup>1</sup> / <sub>2</sub> Jan	
68 <sup>1</sup> / <sub>2</sub> 70	70 72 <sup>1</sup> / <sub>2</sub>	69 71	69 <sup>1</sup> / <sub>2</sub> 71 <sub>1</sub>	71 <sub>1</sub> 74 <sup>1</sup> / <sub>2</sub>	70 <sup>1</sup> / <sub>2</sub> 72 <sup>1</sup> / <sub>2</sub>	115,100	Crucible Steel of America	100	86 Jan 31	91 <sup>1</sup> / <sub>2</sub> May 16	24 <sup>1</sup> / <sub>2</sub> Nov	58 <sup>1</sup> / <sub>2</sub> Jan	
*90 <sup>1</sup> / <sub>2</sub> 91	91 91	*90 <sup>1</sup> / <sub>2</sub> 91 <sup>1</sup> / <sub>2</sub>	91 <sup>1</sup> / <sub>2</sub> 91 <sup>1</sup> / <sub>2</sub>	91 <sup>1</sup> / <sub>2</sub> 91 <sup>1</sup> / <sub>2</sub>	*90 <sup>1</sup> / <sub>2</sub> 91 <sup>1</sup> / <sub>2</sub>	300	Do pref.	100	27 <sup>1</sup> / <sub>2</sub> Apr 10	33 <sup>1</sup> / <sub>2</sub> Feb 20	74 <sup>1</sup> / <sub>2</sub> Dec	134 <sup>1</sup> / <sub>2</sub> Jan	
30 <sup>1</sup> / <sub>2</sub> 32 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub> 33 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub> 33 <sup>1</sup> / <sub>2</sub>	32 <sup>1</sup> / <sub>2</sub> 33 <sup>1</sup> / <sub>2</sub>	31 <sup>1</sup> / <sub>2</sub> 32 <sup>1</sup> / <sub>2</sub>	31 <sup>1</sup> / <sub>2</sub> 32 <sup>1</sup> / <sub>2</sub>	70,400	Cuba Cane Sugar	No par	78 <sup>1</sup> / <sub>2</sub> Mar 25	83 Feb 18	74 <sup>1</sup> / <sub>2</sub> Dec	94 <sup>1</sup> / <sub>2</sub> Jan	
81 <sup>1</sup> / <sub>2</sub> 81 <sup>1</sup> / <sub>2</sub>	81 <sup>1</sup> / <sub>2</sub> 81 <sup>1</sup> / <sub>2</sub>	81 <sup>1</sup> / <sub>2</sub> 81 <sup>1</sup> / <sub>2</sub>	81 <sup>1</sup> / <sub>2</sub> 81 <sup>1</sup> / <sub>2</sub>	81 <sup>1</sup> / <sub>2</sub> 81 <sup>1</sup> / <sub>2</sub>	81 <sup>1</sup> / <sub>2</sub> 81 <sup>1</sup> / <sub>2</sub>	2,100	Distillers' Securities Corp.	100	*23 <sup>1</sup> / <sub>2</sub> Jan 2	63 <sup>1</sup> / <sub>2</sub> May 13	11 <sup>1</sup> / <sub>2</sub> May	123 Jan	
55 <sup>1</sup> / <sub>2</sub> 60 <sup>1</sup> / <sub>2</sub>	59 <sup>1</sup> / <sub>2</sub> 63 <sup>1</sup> / <sub>2</sub>	60 <sup>1</sup> / <sub>2</sub> 63 <sup>1</sup> / <sub>2</sub>	63 <sup>1</sup> / <sub>2</sub> 63 <sup>1</sup> / <sub>2</sub>	63 <sup>1</sup> / <sub>2</sub> 63 <sup>1</sup> / <sub>2</sub>	61 <sup>1</sup> / <sub>2</sub> 62 <sup>1</sup> / <sub>2</sub>	62 <sup>1</sup> / <sub>2</sub> 62 <sup>1</sup> / <sub>2</sub>	193,200	Dome Mines, Ltd.	10	7 May 6	10 Jan 4	6 <sup>1</sup> / <sub>2</sub> Nov	24 <sup>1</sup> / <sub>2</sub> Jan
*7 8	7 7	*7 8	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub> 7 <sup>1</sup> / <sub>2</sub>	1,300	Gaston W & W Inc.	No par	12 <sup>1</sup> / <sub>2</sub> Apr 25	39 Feb 13	28 Feb	41 <sup>1</sup> / <sub>2</sub> Aug	
42 <sup>1</sup> / <sub>2</sub> 42 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub> 42 <sup>1</sup> / <sub>2</sub>	42 43 <sup>1</sup> / <sub>2</sub>	43 43 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	42 <sup>1</sup> / <sub>2</sub> 43 <sup>1</sup> / <sub>2</sub>	1,600	General Electric	100	127 <sup>1</sup> / <sub>2</sub> Jan 7	153 May 16	118 Dec	171 <sup>1</sup> / <sub>2</sub> Jan	
105 106	105 106	105 106	105 106	105 106	105 106	5,100	General Motors Corp.	100	106 <sup>1</sup> / <sub>2</sub> Jan 15	141 <sup>1</sup> / <sub>2</sub> Feb 9	74 <sup>1</sup> / <sub>2</sub> Nov	146 <sup>1</sup> / <sub>2</sub> Jan	
*96	*96	*96	*96	*96	*96	100	Intern Harvester of N J	100	102 <sup>1</sup> / <sub>2</sub> Jan 10	102 <sup>1</sup> / <sub>2</sub> Jan 10	101 <sup>1</sup> / <sub>2</sub> Nov	110 June	
25 25 <sup>1</sup> / <sub>2</sub>	25 <sup>1</sup> / <sub>2</sub> 26	24 <sup>1</sup> / <sub>2</sub> 26	24 <sup>1</sup> / <sub>2</sub> 26	25 <sup>1</sup> / <sub>2</sub> 27	26 <sup>1</sup> / <sub>2</sub> 29 <sup>1</sup> / <sub>2</sub>	72,100	Int Mercantile Marine	100	21 Jan 15	31 <sup>1</sup> / <sub>2</sub> Feb 23	17 <sup>1</sup> / <sub>2</sub> Dec	35 <sup>1</sup> / <sub>2</sub> Mar	
92 <sup>1</sup> / <sub>2</sub> 94	94 94	93 <sup>1</sup> / <sub>2</sub> 95 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub> 94 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub> 94 <sup>1</sup> / <sub>2</sub>	93 <sup>1</sup> / <sub>2</sub> 94 <sup>1</sup> / <sub>2</sub>	95 <sup>1</sup> / <sub>2</sub> 95 <sup>1</sup> / <sub>2</sub>	283,700	Do pref.	100	83 <sup>1</sup> / <sub>2</sub> Jan 2	102 <sup>1</sup> / <sub>2</sub> Feb 18	62 <sup>1</sup> / <sub>2</sub> Feb	106 <sup>1</sup> / <sub>2</sub> Oct
29 <sup>1</sup> / <sub>2</sub> 30 <sup>1</sup> / <sub>2</sub>	30 <sup>1</sup> / <sub>2</sub> 31	30 <sup>1</sup> / <sub>2</sub> 30 <sup>1</sup> / <sub>2</sub>	30 <sup>1</sup> / <sub>2</sub> 30 <sup>1</sup> / <sub>2</sub>	28 <sup>1</sup> / <sub>2</sub> 29 <sup>1</sup> / <sub>2</sub>	29 <sup>1</sup> / <sub>2</sub> 29 <sup>1</sup> / <sub>2</sub>	31,700	International Nickel (The)	25	27 Jan 15	31 May 13	24 <sup>1</sup> / <sub>2</sub> Dec	47 <sup>1</sup> / <sub>2</sub> Mar	
45 <sup>1</sup> / <sub>2</sub> 46 <sup>1</sup> / <sub>2</sub>	46 <sup>1</sup> / <sub>2</sub> 46 <sup>1</sup> / <sub>2</sub>	45 <sup>1</sup> / <sub>2</sub> 46 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 45 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 45 <sup>1</sup> / <sub>2</sub>	44 <sup>1</sup> / <sub>2</sub> 45 <sup>1</sup> / <sub>2</sub>	42,100	International Paper	100					

# New York Stock Exchange—Bond Record, Friday, Weekly and Yearly 2103

In Jan. 1909 the Exchange method of quoting bonds was changed and prices are now—"and interest"—except for interest and defaulted bonds.

BONDS N. Y. STOCK EXCHANGE Week ending May 17		Interest Period	Price Friday May 17	Week's Range or Last Sale		Bonds Sold	Range Since Jan. 1.	BONDS N. Y. STOCK EXCHANGE Week ending May 17		Interest Period	Price Friday May 17	Week's Range or Last Sale		Bonds Sold	Range Since Jan. 1.			
U. S. Government.				Bid	Ack	Low	High	No.	Low	High	No.	Bid	Ack	Low	High	No.	Low	High
U S 3 1/2% Liberty Loan—1932-47	J - D	98.98	Sale	98.32	99.04	4463	97.20	99.30	1992	M - S	78	Sale	78	78	2	72	78	
U S 4% converted from 1st Lib- erty Loan—1932-47	J - D	95.10	Sale	94.80	95.82	477	94.60	98.40	1992	M - S	75	Sale	74 1/2	75 1/2	43	65 1/2	75 1/2	
U S 4 1/2% converted from 1st Liberty Loan—1927-42	M - N	94.96	Sale	94.40	95.78	11076	94.60	97.98	1992	A - O	81 1/4	Sale	81	82 1/2	275	76	82 1/2	
U S 4 1/2% converted from 1st Liberty Loan—1932-47	J - D	-----	-----	-----	-----	-----	-----	-----	1992	J - D	70	75	84	Apr '17	-----	-----	-----	
U S 4 1/2% converted from 2d Liberty Loan—1927-42	M - N	-----	-----	-----	-----	-----	-----	-----	1992	J - J	65	-----	85 1/2	Nov '16	-----	-----	-----	
U S 4 1/2% converted from 2d Liberty Loan—1927-42	M - N	-----	-----	-----	-----	-----	-----	-----	1992	J - J	63	-----	84 1/4	Jan '13	-----	-----	-----	
U S 4 1/2% 3d Liberty Loan—1928	M - S	97.84	Sale	97.52	98.40	15941	97.52	99.10	1992	J - J	73	82	73	Nov '17	-----	-----	-----	
U S 2s consol registered—1930	Q - J	97	98	97 1/2	98 Apr '18	-----	97	97 1/2	1992	J - J	62	82 1/2	71	Oct '17	-----	-----	-----	
U S 2s consol coupon—1930	Q - J	97	98	97 1/2	97 Apr '18	-----	97 1/2	97 1/2	1992	M - S	65 1/2	-----	88 1/2	Sept '16	-----	-----	-----	
U S 3s registered—1918	Q - F	99 1/2	Sale	99 1/2	99 1/2	1	99	99 1/2	1992	M - S	70	75	84	Apr '17	-----	-----	-----	
U S 3s coupon—1918	Q - F	99	99 1/2	99 1/2	99 1/2	12	98 1/2	99 1/2	1992	J - D	65	-----	85 1/2	Nov '16	-----	-----	-----	
U S 4s registered—1925	F - P	105	106 1/2	105 1/2	105	2	105	105 1/2	1992	J - J	63	-----	84 1/4	Jan '13	-----	-----	-----	
U S 4s coupon—1925	F - P	105	105 1/2	105 1/2	105	105 1/2	105	105 1/2	1992	J - J	73	82	73	Nov '17	-----	-----	-----	
U S Pan Canal 10-30-yr 2s—1936	Q - N	96 1/2	-----	97 1/2	97 1/2	-----	97 1/2	97 1/2	1992	J - J	62	82 1/2	71	Oct '17	-----	-----	-----	
U S Pan Canal 10-30-yr 2s reg '38	Q - N	96 1/2	-----	97 1/2	97 1/2	-----	97 1/2	97 1/2	1992	M - S	65 1/2	-----	88 1/2	Sept '16	-----	-----	-----	
U S Panama Canal 3d g—1961	Q - M	80	-----	84	84 Dec '17	-----	-----	-----	1992	A - O	52	52	52	Apr '18	50	52	52	
U S Phillipine Island 4s—1914-34	Q - F	-----	100	100	100 Feb '15	-----	-----	-----	1992	J - J	41	Sale	40	41	5	35 1/2	47 1/2	
Foreign Government.																		
Amer Foreign Secur 5—1919	F - A	96 1/2	Sale	96 1/2	97	102	94 1/2	97 1/2		M - N	78	Sale	78	78	4	91 1/2	94 1/2	
Anglo-French 5-yr 5s Exter loan— 1919	A - O	92 1/2	Sale	91 1/2	93	1032	88 1/2	93		M - S	81	83	82 1/2	83	5	80	84 1/2	
Argentine—Internal 5s of 1909	M - S	81 1/2	83 1/2	83 1/2	83 1/2 Apr '18	-----	78	83 1/2		M - S	27	30 1/2	28	28	10	25	30	
Bordeaux (City) of 3-yr 6s—1919	M - N	89 1/2	Sale	89	90	242	84	90 1/2		M - S	27	31	28	29	59	22	29	
Chinese (Hukuang Ry)—5s of '11	J - D	60	66	60	60 Apr '18	-----	53 1/2	60 1/2		A - O	100	100 1/2	100	100	1	98	101	
Cuba—External debt 5s of 1904	M - S	98 1/2	Sale	98 1/2	98 1/2	12	90 1/2	98 1/2		M - N	84 1/2	87	June '17	-----	-----	-----	-----	
Exter dt 5s of '14 sec A—1949	F - A	93 1/2	Sale	93 1/2	94 1/2	10	90 1/2	93 1/2		J - D	74	76	July '17	-----	70	70	70	
External loan 4 1/2s—1949	A - O	80 1/2	83 1/2	84	84 Apr '18	-----	80	84		F - A	51	-----	97 1/2	Feb '13	-----	-----	-----	
Dominion of Canada 5s—1921	A - O	95 1/2	Sale	95 1/2	96	2	93 1/2	96		J - J	10	32	Mar '17	-----	-----	-----	-----	
Do do 1926	A - O	92 1/2	Sale	92 1/2	93	3	90 1/2	95 1/2		M - S	59 1/2	Sale	58 1/2	59 1/2	27	54	60 1/2	
Do do 1931	A - O	91 1/2	Sale	91 1/2	93	19	88 1/2	94		J - J	99	105	99	99	1	98	100 1/2	
French Repub 5 1/2s secured loan— 1925	F - A	83 1/2	Sale	97 1/2	98 1/2	96 3	94	98 1/2		J - J	80	97 1/2	100 1/2	100	1	98	100 1/2	
Japanese Govt—loan 4 1/2s—1925	F - A	83 1/2	Sale	83 1/2	84 1/2	1	80 1/2	82 1/2		M - N	74	76	July '17	-----	70	70	70	
Second series 4 1/2s—1925	J - J	83 1/2	Sale	83 1/2	83 1/2 May '18	-----	83 1/2	82 1/2		J - J	90	97 1/2	97 1/2	97 1/2	7	97 1/2	97 1/2	
Do do "German stamp"	J - J	77 1/2	Sale	77 1/2	78 1/2	32	77	81		J - J	71	74	71	74	12	71 1/2	75 1/2	
Sterling loan 4s—1931	J - J	71	71	71	71 Mar '18	-----	71	71		M - S	72 1/2	Sale	72 1/2	72 1/2	7	72 1/2	72 1/2	
Lyons (City) of 3-yr 6s—1919	M - N	89 1/2	Sale	89	90	161	84	90		J - J	81	82	81	82	7	76 1/2	82	
Marseilles (City) of 3-yr 6s—1919	M - N	89 1/2	Sale	89	90	161	84	90		M - S	68 1/2	Sale	68	69	24	64 1/2	70	
Mexico—External loan & 5s of 1899	Q - J	40 1/2	45	40 1/2	40 1/2 May '18	-----	40	42 1/2		F - A	77	78 1/2	78	78 1/2	3	76	80	
Gold debt 4s of 1904	J - D	30	40	33 1/2	33 1/2 Dec '17	-----	30	33 1/2		A - O	71 1/2	Sale	71 1/2	72 1/2	17	72 1/2	74	
Paris, City of, 5-year ds—1921	A - O	85	Sale	84 1/2	85 1/2	233	81 1/2	89 1/2		A - O	81 1/2	Sale	81	82	7	76 1/2	82	
Tokyo City—5s loan of 1912	M - S	77	79 1/2	75 1/2	78 1/2	186	68	78 1/2		A - O	68 1/2	Sale	68	69	24	64 1/2	70	
U K of Gt Brit & I 2-yr 5s—1918	M - S	99 1/2	Sale	99 1/2	99 1/2	565	97	99 1/2		A - O	77	78 1/2	78	78 1/2	3	76	80	
3-year 5 1/2% notes—1919	M - N	97 1/2	Sale	97 1/2	98	416	95 1/2	98		A - O	71 1/2	Sale	71 1/2	72 1/2	17	72 1/2	74	
5-year 5 1/2% notes—1921	M - N	95 1/2	Sale	94 1/2	95 1/2	444	91 1/2	95 1/2		A - O	63	72	66 1/2	67 1/2	10	66 1/2	67 1/2	
Convertible 5 1/2% notes—1919	F - A	99 1/2	Sale	99 1/2	99 1/2	562	91 1/2	100		F - A	74	Sale	74	74 1/2	12	71 1/2	75 1/2	
These are prices on the basis of 5% interest.										J - J	97	98 1/2	97	98 1/2	7	98 1/2	98 1/2	
State and City Securities.										J - J	74 1/2	76 1/2	73 1/2	75	7	73 1/2	79	
N Y City—4 1/2s Corp stock—1960	M - S	91 1/2	Sale	91	92	40	87 1/2	92		M - S	92 1/2	Sale	92 1/2	92 1/2	4	91 1/2	94 1/2	
4 1/2s Corporate stock—1954	M - S	91 1/2	Sale	90 1/2	92	2	87 1/2	92		M - S	81	83	82 1/2	83	5	80	84 1/2	
4 1/2s Corporate stock—1966	A - O	91 1/2	Sale	91 1/2	92	2	87 1/2	92		M - S	81	83	82 1/2	83	5	80	84 1/2	
4 1/2s Corporate stock—1965	J - D	97 1/2	Sale	97 1/2	97 1/2	22	93 1/2	97 1/2		M - S	70	80	78	78	10	78	80	
4 1/2s Corporate stock—1963	M - S	97 1/2	Sale	96 1/2	97 1/2	64	93	97 1/2		M - S	67 1/2	Sale	67 1/2	68 1/2	27	64 1/2	68 1/2	
4% Corporate stock—1959	M - N	87 1/2	Sale	87 1/2	87 1/2	11	85	87 1/2		M - S	81 1/2	Sale	81 1/2	82 1/2	13	80 1/2	84 1/2	
4% Corporate stock—1958	M - N	87 1/2	Sale	87 1/2	87 1/2	6	85	87 1/2		M - S	77 1/2	Sale	77 1/2	78 1/2	3	77 1/2	80 1/2	
4% Corporate stock—1957	M - N	87 1/2	Sale	87 1/2	87 1/2	1	85	87 1/2		M								

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Delaware & Hudson—								Delah V Term Ry 1st gu 5s...1941	A - O	101 1/4	103	102 Mar'18			
1st lion equip g 4 1/2s...1922	J - J		93 1/4	95 1/4	94	Apr '18		Registered	A - O	106	106	113 Mar'17			
1st & ref 4s...1943	M - N		82 1/2	Sale	82 1/2	84	21	Leh Vai Coal Co 1st gu 5s...1933	J - J	100	100	100 Mar'18			
20-year conv 5s...1935	A - O		87 1/2	92 1/2	88	May '18		Registered	J - J	105	105	105 Oct '13			
Alb & Sunq conv 3 1/2s...1940	A - O		72	Sale	72	72	10	1st int reduced to 4s...1933	J - J	80 1/4	80 1/4	87 Apr '17			
Renss & Saratoga 1st 7s...1921	M - N		101 1/2	-----	112 1/2	Dec '16		Leh & N Y 1st guar 4s...1945	M - S	104 1/2	105	105 Apr '17			
Denver & Rio Grande—								Registered	M - S	104 1/2	105	105 Apr '17			
1st cons g 4s...1936	J - J		66	Sale	65	66	24	Long Island 1st cons gold 5s...1931	Q - J	95 1/2	100 1/2	95 Apr '18			
Consol gold 4 1/2s...1936	J - J		71	Sale	71	71	6	1st consol gold 4s...1931	Q - J	84 1/2	85 1/2	94 1/2 June '16			
Improvement gold 5s...1928	J - D		75	Sale	72	74	6	General gold 4s...1938	J - D	86	94 1/2	85 1/2 Feb '17			
1st & refunding 5s...1955	F - A		55	Sale	52 1/2	55 1/2	56	Ferry gold 4 1/2s...1922	M - S	78	90	90 July '17			
Bio Gr June 1st gu 5s...1939	J - D		95	-----	37	Aug '17		Gold 4s...1932	J - D	99 1/2	100	99 Oct '06			
Bio Gr Sou 1st gold 4s...1940	J - J		-----		61 1/4	Apr '11		Unified gold 4s...1949	M - S	78	89	89 May '17			
Guaranteed	1940	J - J			39	July '17		Debtenture gold 5s...1934	J - D	97	97	97 Jan '18			
Bio Gr West 1st gold 4s...1939	J - J		64 1/4	66	63 1/2	63 1/2	10	20-year p m deb 5s...1937	M - N	73 1/2	Sale	72 1/2 73 1/2	2	72 75	
Mige & coll trust 4s A...1949	A - O		52	53	51	May '18		Quar refunding gold 4s...1949	M - S	73 1/2	75 1/2	75 May '18			
Dot & Mack—1st lion 4s...1995	J - D		-----		82	Dec '16		Registered	M - S	95	95	95 Jan '11			
Gold 4s...1995	J - D		-----		75 1/2	July '16		N Y B & M B 1st con g 5s...1935	A - O	94	94	103 1/4 Apr '18			
Dot Riv Tun—Ter Tun 4 1/2s...1961	M - N		77 1/4	Sale	76 1/4	77 1/2	34	N Y R & B 1st gold 5s...1927	M - S	94	100	92 1/2 Apr '18			
Dul Misabe & Nor gen 5s...1941	J - J		97 1/2	100 7/8	99 1/2	Dec '17	Nor Sh B 1st con g gu 5s...1932	Q - J	92	93 1/2	100 Aug '16				
Dul & Iron Range 1st 5s...1937	A - G		91	101	97	97	10	Louisiana & Ark 1st g 5s...1927	M - S	85 1/4	87 1/2	90 Mar '18			
Registered	1937	A - O	-----		105 1/2	Mar '08		Gold 5s...1930	J - D	106 1/2	112 1/4	109 1/2 109 1/2	1	109 109 1/2	
Dul Sou Shore & Atg 5s...1937	J - J		87	87	87	Mar '18		Gold 5s...1937	M - N	97	99	94 1/2 Apr '18			
Eglin Joliet & East 1st g 5s...1941	M - N		87 1/2	102	104	Jan '17		Unified gold 4s...1940	J - J	86 1/2	86 1/2	86 1/2 86 1/2	2	83 88 1/2	
Erie 1st consol gold 7s...1920	M - S		101	101 1/2	101	101	1	Registered	J - J	84	86	96 1/2 Jan '17			
N Y & Erie 1st ext 4s...1947	M - N		79	98 1/2	78	Apr '18		Collateral trust gold 5s...1931	M - M	99	99	99 Mar '18			
2d ext gold 5s...1919	M - S		96 1/2	98 1/2	96 1/2	Mar '18		E H & Nasl 1st g 5s...1919	J - D	100 1/2	100 1/2	103 1/2 July '17			
3d ext gold 4 1/2s...1923	M - S		96	-----	93 1/2	Jan '18		L Clin & Lex gold 4 1/2s...1931	M - M	91	95 1/2	87 1/2 Apr '18			
4th ext gold 5s...1920	A - O		95 1/4	-----	99 1/2	July '17		Hender Edge 1st s f g 5s...1931	M - S	101 1/2	101 1/2	105 1/2 Aug '17			
5th ext gold 4s...1928	J - D		-----		94 1/2	Nov '15		Kentucky Central gold 4s...1957	J - J	73 1/2	81	73 May '18			
N Y L E & W 1st g fd 7s...1920	M - S		100	-----	107 1/2	Dec '16		Lex & East 1st 50-yr 5s gen 1965	A - O	95 1/2	96 1/2	95 1/2 May '18			
Erie 1st cons g 4s prior...1996	J - J		67 1/2	68 1/4	67 1/2	9	65	9 1/2	Paducah & Mem Div 4s...1940	F - A	72 1/2	80 1/2	90 1/2 Apr '12		
Registered	1996	J - J	-----		84	Dec '16		St Louis Div 1st gold 6s...1921	M - S	100 1/2	100 1/2	100 1/2 Jan '18			
1st consol gen lion 2 1/2s...1996	J - J		56	Sale	55	57	127	2d gold 3s...1930	M - S	55 1/2	58 1/2	55 1/2 Mar '18			
Registered	1996	J - J	-----		73	73	June '16	Ati Knox & Cln Div 4s...1955	M - N	76 1/2	77 1/2	74 Apr '18			
Penn coll trust gold 4s...1951	F - A		77 1/2	79 1/2	78	78 1/2		Ati Knox & Nor 1st g 5s...1946	J - D	96 1/2	102 1/2	108 1/2 Jan '17			
50-year conv 4s Series A 1953	A - O		48 1/2	Sale	48 1/4	49 1/4	20	Hender Edge 1st s f g 5s...1931	M - S	101 1/2	101 1/2	105 1/2 Aug '17			
do Series B...1953	A - O		49	Sale	47	49 1/4	64	Iowa Central 1st gold 5s...1938	J - D	81	84 1/2	81 Apr '18			
Gen conv 4s Series D...1953	A - O		53 1/4	Sale	51 1/2	53 1/2	212	Refund gold 4s...1951	M - S	44	45	45 1/2 Feb '15			
Chic & Erie 1st gold 5s...1952	M - N		91	-----	91	91	1	Des M & Ft D 1st gu 4s...1935	J - J	80	81	81 Apr '18			
Clev & Mahon Vall 5s...1938	J - J		80	-----	106 1/2	Jan '17		Iowa Central 1st gold 5s...1938	J - D	81	84 1/2	81 Apr '18			
Erie & Jersey 1st s f 5s...1955	J - J		96	103 1/2	103	Jan '17		Refund gold 4s...1951	M - S	44	45	45 1/2 Feb '15			
Gen gold 5s...1955	J - J		-----		102 1/2	Nov '17		Gen sinking fund 4 1/2s...1936	J - J	27	29	29 1/2 29 1/2	11	27 34	
Long Dock consol g 5s...1935	A - O		107	-----	102 1/2	102 1/2		St Louis Div 1st ref g 4s...2001	A - O	30	40	40 Nov '16			
Coal & RR 1st our gu 5s...1922	M - N		103	-----	103	Jan '18		1st gold 7s...1927	J - D	104	Feb '18		104 104		
Dock & Imp't 1st ext 5s...1943	J - J		80	-----	102 1/2	July '17		Pacific Ext 1st gold 6s...1921	A - O	100	Oct '16				
N Y & Green L g 5s...1946	M - N		88	-----	85	Jan '18		1st consol gold 5s...1934	M - N	74 1/2	79 1/2	75 May '18			
N Y Squa & W 1st ref 5s...1937	J - J		65	74 1/2	74 1/2	Feb '18		1st & refunding gold 4s...1949	M - S	45	46	43 1/2 45 1/2	9	41 45 1/2	
2d gold 4 1/2s...1937	F - A		-----		100 1/2	Dec '06		Ref & ext 50-yr 5s Ser A...1962	Q - F	44	47	46 Apr '18			
General gold 5s...1940	J - J		62	-----	61	Apr '18		Des M & Ft D 1st gu 4s...1935	J - J	60	Feb '15				
Terminal 1st gold 5s...1943	M - N		77 1/2	-----	108	Jan '17		Iowa Central 1st gold 5s...1938	J - D	81	84 1/2	81 Apr '18			
Mid of N J 1st ext 5s...1940	A - O		76	94	108	Jan '17		Refund gold 4s...1951	M - S	44	45	45 1/2 46 1/2	10	40 46 1/2	
Wilk & East 1st gu 5s...1942	J - D		74	-----	62	Feb '18		Gen sinking fund 4 1/2s...1936	J - J	27	29	29 1/2 29 1/2	11	27 34	
Ev & Ind 1st consol gu 5s...1926	J - J		23 1/2	-----	97	Nov '17		St Louis Div 1st ref g 4s...2001	A - O	40	40	40 Nov '16			
Evans & T H 1st cons 6s...1921	J - J		90	-----	108	Apr '18		1st gold 7s...1927	J - D	104	Feb '18				
1st general gold 5s...1942	A - O		50 1/2	-----	108	Apr '17		Pacific Ext 1st gold 6s...1921	A - O	100	Oct '16				
Mt Vernon 1st gold 6s...1923	A - O		-----		95	Nov '11		1st & refunding 5s...1934	M - S	55 1/2	58 1/2	55 1/2 Mar '18			
Bull Co Branch 1st g 5s...1930	A - O		-----		95	June '12		Refund gold 4s...1951	M - S	44	45	45 1/2 46 1/2	10	40 46 1/2	
Florida E Coast 1st g 5s...1959	J - D		75	92 1/2	81	May '18		Gen sinking fund 4 1/2s...1936	J - J	27	29	29 1/2 29 1/2	11	27 34	
Fort St U D Co 1st g 4 1/2s...1941	J - J		72	-----	92	Aug '10		St Louis Div 1st ref g 4s...2001	A - O	40	40	40 Nov '16			
Fr Worth & Rio Gr 1st g 4s...1928	J - J		55	-----	56 1/2	Oct '17		1st gold 7s...1927	J - D	104	Feb '18				
Galv Hous & Hen 1st 5s...1933	A - O		88	-----	85 1/2	June '16		Pacific Ext 1st gold 6s...1921	A - O	103	Oct '16				
Great Nor C B & Q coll 4s...1921	J - J		93 1/2	Sale	93 1/4	93 1/4	3	100 1/2	M - S	91 1/2	92 1/2	92 1/2 June '17			
Registered	1921	Q	88	90	88 1/2	90	5	86 1/2	M - S	89 1/2	90 1/2	90 1/2 Dec '16			

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N Y Cent & H R RR (Cont.)—							P O C & S L (Cont.)—						
N Y & Pu 1st cons gu g 4s 1993	A - O	69½	Sale	74½ Mar'18	—	72½ 74½	Series G 4s guar.	1957	M - N	88½ 90	91 Nov'17	—	—
Pine Creek reg guar ds—	J - D	100½	Sale	113 May'15	—	90½ 98	Series I cons gu 4½s.	1963	F - A	90½ —	92½ Oct'17	—	—
RW & O con 1st ext 5s—	A - O	97½	Sale	98 Mar'18	—	98 98½	C St L & P 1st cons g 5s—	1932	A - O	100½ —	100½ May'18	—	100 100½
Hutland 1st con g 4½s—	J - J	67½	Sale	80½ Aug'17	—	—	Poerla & Peikin Un 1st 6s—	1921	Q - F	—	100 June'17	—	—
Og & L Chan 1st gu g 1948	J - J	60	Sale	63 Mar'19	—	63 63	2d gold 4½s—	1921	M - N	—	87 Mar'16	—	—
Rut-Canada 1st gu g 1949	J - J	67½	Sale	70 Jan'18	—	70 70	Pere Marquette 1st Se A 5s 1956—	—	—	81½ 82	82 82	13 70½ 82½	
St Lawr & Adir 1st g 5s—	J - J	101	Sale	Nov'16	—	—	1st Series B 4s—	1956	—	65 68	66 66	1 62½ 66	
2d gold 6s—	J - J	100	Sale	103 Nov'16	—	—	Philippine Ry 1st 30-yr s f 4s 1937	J - J	—	55	44	44 50	
Utica & Blk Riv 1st gu g 4s—	J - D	73½	Sale	73½ Mar'18	5	71½ 75½	Pits Sh & E 1st g 5s—	1940	A - O	96	99 Jan'18	—	99 99
Lake Shore gold 3½s—	J - D	1967	Sale	94 Apr'18	—	92 94	1st consol gold 5s—	1943	J - J	96	97½ Dec'17	—	—
Registered—	J - D	73	Sale	72½ Mar'18	—	72½ 72½	Reading Co gen gold 4s—	1997	J - J	84	Sale 84½ 84½	35	81 86
Debentures gold 4s—	J - D	1928	M - S	85½ 86	85 May'18	82 86½	Registered—	1997	J - J	84	Sale 83½ 83½	4	81½ 86
25-year gold 4s—	J - D	1931	M - N	84½ Sale	84½ 85	9 81½ 86½	Jersey Central coll g 4s—	1951	A - O	83½ Sale	83½ 83½	—	—
Registered—	J - D	1931	M - N	83½ Nov'17	—	—	Atlantic City guar 4s—	1951	J - J	63	Sale 60 Dee'17	—	—
Ka A & G R 1st gu g 5s—	J - J	1938	J - J	88½	104½ Dec'15	St Jos & Gr Isl 1st g 4s—	1947	J - J	—	—	—	—	
Mahon C' R R 1st 6s—	J - J	1934	J - J	90½	103 May'17	St Louis & San Fran (reorg Co)—	—	—	59½ Sale	59½ 60½	136 55½ 61		
Pitts & L Erie 2d g 5s—	J - D	1928	A - O	90½	103 May'17	Prior Lien ser A 4s—	1950	J - J	59½ Sale	59½ 60½	136 55½ 61		
Pitts McC & Y 1st gu 6s—	J - J	1932	J - J	101½	130½ Jan'09	Prior lien ser B 5s—	1950	J - J	74½ Sale	73½ 74½	42 66 74½		
2d guaranteed 6s—	J - J	1934	J - J	101½	123½ Mar'12	Cum adjust ass A 6s—	1955	A - O	65½ Sale	64½ 65½	73 60 67½		
McKees & B V 1st g 6s 1918	J - J	1931	M - N	85	85 Nov'17	Income series A 6s—	1960	Oct	50 Sale	49½ 51	105 44 51		
Michigan Central 6s—	J - J	1931	M - S	89	99½ Aug'17	St Louis & San Fran gen 6s 1931	J - J	102 110	101 Apr'18	—	101 101½		
Registered—	J - J	1931	Q - M	85½ 98	92 Apr'18	General gold 5s—	1931	J - J	92½ 99	92 Apr'18	—	91 95½	
4s—	J - J	1930	J - J	75½	80 Nov'17	St L & S F RR cons g 4s—	1936	J - J	—	78 May'16	—	—	
Registered—	J - J	1940	J - J	87	87 Feb'14	Southw Div 1st g 5s—	1947	A - O	—	90 May'17	—	—	
J L & S 1st gold 3½s—	J - J	1951	M - S	90	90 June'08	K C F S & M 20s 1928	M - N	101	—	100½ May'18	—	100½ 102½	
1st gold 3½s—	J - J	1952	M - N	72	79½ July'17	K C F S & M Ry ref g 4s 1936	A - O	67½ Sale	67½ 69	12 62 69			
20-year debenture 4s—	J - J	1929	A - O	75	81 74 Apr'18	K C & M R & B 1st gu 5s 1929	A - O	81½ 85½	88 July'17	—	—		
N Y Chic & St L 1st g 4s—	J - J	1937	A - O	79	82 79 May'18	St L S W 1st g 4s bond ctfs—	1989	M - N	66 Sale	66 67½	11 65 68½		
Registered—	J - J	1937	A - O	75	85 Nov'17	2d g 4s income bond ctfs—	1990	J - J	52½ 63½	50½ Jan'18	—	50½ 50½	
Debenture 4s—	J - J	1931	M - N	61	62 Apr'18	Consol gold 4s—	1932	J - D	59 60	61 61	5 57 64		
West Shore 1st 4s—	J - J	2361	J - J	77 78½	78½ 79 11	1st term & unif 5s—	1952	J - J	54 59	56 58	10 52 59½		
Registered—	J - J	2361	J - J	75 76	78½ May'18	Gray's Pt Ter 1st gu g 5s—	1947	J - D	—	98½ Jan'14	—	—	
N Y C Lines eq tr 5s—	J - J	1918-22	M - N	—	100½ Jan'17	S A & Paas 1st gu g 5s—	1943	J - J	60 63	60 60	7 59 60½		
Equip trust 4½s—	J - J	1919-25	J - J	—	93½ July'17	S F & N P 1st sk fd g 5s—	1919	J - J	—	100½ Feb'17	—	—	
N Y Connect 1st gu 4½s A—	J - J	1958	F - A	79½	85½ May'18	Seaboard Air Line 5s—	1950	A - O	67	71½ Mar'18	71½ 71½		
N Y N H & Hartford—						Gold 4s stamped—	1950	A - O	83½ 72½	71½ Mar'18	70 71½		
Non-cons deben 4s—	J - J	1947	M - S	58	58 Sept'17	Adjustment 5s—	1949	F - A	53½ 53½	52½ 54	66 49 55½		
Non-cons deben 3½s—	J - J	1947	M - S	51	50 Oct'17	Refunding 4s—	1950	A - O	54½ 54½	54½ 54½	2 51½ 50½		
Non-cons deben 3½s—	J - J	1954	A - O	51½	50 51 11	Atl Birn 30-yr 1st g 4s—	1933	M - S	62 76	75 Mar'18	73 75		
Non-cons deben 4s—	J - J	1955	J - J	53	57½ 57½ 3	Car Cent 1st con g 4s—	1949	J - J	77 Jan'18	77 77			
Non-cons deben 4s—	J - J	1956	M - N	58	58 58 1	Fia Cent & Pen 1st g 5s—	1918	J - J	97½ 99½	99½ June'17	—		
Conv debenture 3½s—	J - J	1956	J - J	51	55 46	1st land gr ext 4s—	1930	J - J	70 70	101 Dee'15	—		
Conv debenture 6s—	J - J	1948	J - J	89½ Sale	87 90 10	Consol gold 5s—	1943	J - J	92½ 95	103½ Dec'16	—		
Cons Ry non-cons 4s—	J - J	1930	F - A	50	50 Oct'17	Ga & Als Ry 1st con 5s—	1945	J - J	90 95	97 Aug'17	—		
Non-cons deben 4s—	J - J	1954	J - J	57½	91½ Jan'12	Ga Car & No 1st gu g 5s—	1929	J - J	92½	97 Sept'17	—		
Non-cons deben 4s—	J - J	1955	J - J	57½	79½ Apr'16	Seab & Roan 1st 5s—	1926	J - J	91½	95 Oct'17	—		
Non-cons deben 4s—	J - J	1955	A - O	—	—	Southern Pacific Co—	—	—	—	—	—		
Harlem R-Pt Chas 1st 4s—	J - J	1954	M - N	69½	77½ Aug'17	Gold 4s (Cent Pac coll)—	1949	J - D	73½ Sale	72½ 73½	4 71½ 76		
B & N Y Air Line 4s—	J - J	1955	F - A	68	79½ Dec'17	Registered—	1949	J - D	72	90 Feb'14	—		
Cent New Eng 1st gu 4s—	J - J	1961	J - J	74	74 Apr'17	20-year conv 4s—	1929	M - S	79½ Sale	79½ 79½	88 75½ 80½		
Hartford St Ky 1st 4s—	J - J	1930	M - S	—	—	20-year conv 5s—	1934	J - D	94 Sale	93 95	122 86½ 95		
Housatonic R cons g 5s—	J - J	1937	M - N	—	106½ May'15	Cent Pac 1st ref gu g 4s—	1949	F - A	80½ 81	80½ 81	6 77½ 82		
Naugatuck RR 1st 4s—	J - J	1954	M - N	—	87 July'14	Registered—	1949	J - D	—	87½ Sept'16	—		
N Y Prov & Boston 4s—	J - J	1942	A - O	50½	83 Aug'13	Mort guar gold 3½s—	1929	J - D	85 87	87½ Feb'18	86½ 88		
NYW'ches & B 1st ser I 4½s 46	J - J	1939	A - O	50½	50½ 18	Through St L 1st gu 5s—	1954	A - O	73 75	72½ Feb'18	71 72½		
Boston Terminal 1st 4s—	J - J	1939	A - O	81	81	G H & S A M & P 1st 5s—	1931	M - N	90½ 100	100 Oct'17	—		
New England cons 5s—	J - J	1945	J - J	60	70 Sept'17	2d exten 5s guar—	1931	J - J	86 97	96½ Jan'18	96½ 96½		
Consil 4s—	J - J	1945	J - J	76	76 Apr'18	Gila V G & N 1st gu g 5s—	1924	M - N	—	95 100½ Jan'16	—		
Providence Secur deb 4s—	J - J	1957	M - N	—	90½ 57	Hous E & W T 1st gu g 5s—	1933	M - N	85 95	99½ Apr'17	100 100		
Prov & Springfield 1st 5s—	J - J	1922	J - J	—	99½ Dec'13	1st guar 5s red—	1933	M - N	85 95	100 Oct'16	—		
Providence Term 1st 4s—	J - J	1956	M - S	—	83½ Feb'14	H & T C O 1st 5s int gu—	1937	J - J	91½ 104	103½ Aug'17	93½ 96½		
W & Con East 1st 4½s—	J - J	1943	J - J	64	64 64½	Gold 4s int guar—	1921	A - O	92 95	93 May'18	87 92½		
N Y O & W reg 1st g 4s—	J - J	1992	M - S	64	64 64½	Waco & N W 1st div 1st g 5s '30	1955	M - N	—	109½ Nov'15	—		
Registered—	J - J	1992	M - S	—	92½ June'12	A & N W 1st 1st gu g 5s—	1941	J - J	101½ Dee'16	—	—		
General 4s—	J - J	1955	J - D	65	60 Apr'18	Louisiana West 1st 6s—	1921	J - J	97½ 105½	100½ Oct'17	—		
Norfolk Sou 1st & ref A 5s—	J - J	1961	F - A	60½ Sale	Morgan's La & T 1st 6s—	1920	J - J	104½ 105	100 Apr'18	—			
Norl & Sou 1st gold 5s—	J - J	1941	M - N	81	84½ Apr'18	No Cal guar g 5s—	1938	A - O	92½ 93	102½ Oct'17	—		
Norl & West gen gold 5s—	J - J	1931	M - N	106½	106 Apr'18	Ore & Cal 1st guar g 5s—	1927	J - J	91½ 96	96½ Mar'16	—		
Improvement & ext 4s—	J - J	1934	F - A	103½	122 Nov'18</								

BONDS N. Y. STOCK EXCHANGE Week ending May 17		Interest Period	Prices Friday May 17	Week's Range or Last Sale	Round Fig.	Range Since Jan. 1.	BONDS N. Y. STOCK EXCHANGE Week ending May 17		Interest Period	Prices Friday May 17	Week's Range or Last Sale	Round Fig.	Range Since Jan. 1.					
Vera Cruz & P 1st gu 4½%..	1934	J - J	84	85	35	Sept'17	No.	Low	High	No.	Low	High	No.	Low	High			
Virginia 1st 5s Series A... 1942	M - N	90	90½	90½	91	6	88½	93		66	68	66½	68	64	66½			
Wabash 1st gold 6s... 1939	M - N	94½	95	94½	95	6	92½	95½		20	20	19	Apr '18	184	26½			
2d gold 6s... 1939	F - A	84½	86	84½	88	18	84½	86½		18	20	19	Apr '18	19	26			
Debtenture Series B... 1939	J - J	90	105	Oct '15			98½	100½		Armour & Co 1st real est 4½%..	J - D	85½	Sale	84½	85½	6	82½	87½
1st lien equip s 1d g 5s... 1921	M - S	96	98	100½	Mar '18		98½	100½		Booth Fisheries deb s f 6s... 1926	A - O	90	Feb '18	90	90			
1st lien 50-yr s term 4s... 1954	J - J	65	78	May '17			97½	102		Braden Cop M coll s f 6s.. 1931	F - A	90½	92	91½	92	13	89½	93
Det & Ch Ext 1st g 6s... 1941	J - J	92½	102	99½	Sept'17		98	102		Bush Terminal 1st 4s... 1952	A - O	79	84	82	83			
Dos Moines Div 1st g 6s... 1939	J - J	77	80	Aug '12			97	102		Consol 5s... 1955	J - J	80	85	80	84½			
Om Div 1st g 3½%.. 1941	A - O	74½	75	Apr '17			84½	85		Bridge & Guar tax ex... 1960	A - O	76½	90	76½	80	74	79	
Tol & Ch Div 1st g 4s... 1941	M - S	80	84½	Jan '17			80	85		Chile C & Conn Rys s f 5s.. 1927	A - O	58	60	58	58			
Wash Termi 1st gu 3½%.. 1945	F - A	65½	80	76	Dec '17		85	87		Chile Un Stat's 1st gu 4½%.. 1963	J - J	89½	90	88½	90	102½	107½	
1st 40-yr guar 4s... 1945	F - A	80	85	85	Dec '17		85	87		Chile Copper 10-yr conv 7s.. 1923	M - N	105½	Sale	103½	105½	33	86½	90
West Maryland 1st g 4s... 1952	A - O	60	62	61½	62	19	58	62		Coll r & doon 6s ser A part pd	A - O	79½	Sale	79½	80	283	73	80½
West N Y & Pa 1st g 5s... 1937	J - J	104½	90	Jan '18			99	99		do do full paid	A - O	72½	72	72	72			
Gen gold 4s... 1943	A - O	85½	70	Apr '18			70	70		Computing Tab Rec s f 6s.. 1941	J - J	83	84	83	84			
Income 6s... 1943	Now	40	36	Oct '17			83	83		Granby Cons M S & Pcon 6s A 28	M - N	96½	Sale	96½	96½	1	91	97
Western Pac 1st ser A 5s... 1946	M - S	83	84	83	8	79½	84		Stamped... 1928	M - N	96	97	95	98				
Wheeling & L E 1st g 5s... 1926	A - O	92½	94	100½	Apr '17		98½	100		Great Falls Pow 1st s f 5s.. 1940	M - N	91	92½	90	91			
Wheel Div 1st gold 5s... 1928	J - J	99½	100	Feb '17			97½	100		Int Mercon Marine s f 6s.. 1941	A - O	91	94	90	94			
Metxen & Impt gold 5s... 1930	F - A	98	99½	98½	Mar '17		98	99½		Montana Power 1st 5s A... 1943	J - J	88	88	88	88			
Refunding 4½s series A.. 1966	M - S	60	65	60	2	60	60		Morris & Co 1st s f 4½%.. 1939	J - J	81	87½	80	87				
RR 1st consol 4s... 1949	M - S	55½	60	55½	Apr '18		55½	60		Mtge Bond 1Y 4s ser 2.. 1966	A - O	60	60	58	60			
Winston-Salem 8 1st 4s.. 1960	J - J	65½	85½	85	May '17		85	85		10-20-yr 5s series 3... 1932	J - J	82	83	82	83			
Wis Cent 50-yr 1st gen 4s... 1949	J - J	72½	73	72½	May '18		71½	72½		Y Dock 50-yr 1st g 4s.. 1951	J - J	65½	67½	65½	65½	2	65	65
Sup & Dul div & term 1st 4s.. 1936	M - N	75	75½	74½	1	72	76½		Niagara Falls Power 1st 5s.. 1942	J - J	98	99	98	98				
Street Railway									Ref & gen 6s... 1932	A - O	98½	102	105½	Oct '16				
Brooklyn Rapid Tran 5s... 1945	A - O	81	83½	80½	80½	2	79½	82½		Niag Lock & O Pow 1st 5s.. 1964	M - N	93½	Sale	93½	93½			
1st refund conv gold 4s... 2002	J - J	65	68½	68½	May '18		65	69		No State Power 25-yr 5s A 1941	A - O	86½	86½	86½	87	3	86	87½
6-year secured notes 5s... 1918	J - J	97½	97½	97½	Feb '17		97½	98		Ontario Power N F 1st 5s.. 1943	F - A	86	90½	86½	87½	2	85½	87½
Bk City 1st con 4s.. 1916-1941	J - J	94	94	94	Oct '17		92	92		Ontario Transmission 5s... 1945	M - N	95	95	94	95			
Bk Q Co & Son con 5s.. 1941	M - N	90	90	90	May '12		88	90		Pub Serv Corp N J gen 6s.. 1959	A - O	78	Sale	77½	78	4	73½	82½
Bklyn Un El 1st g 4s.. 1950	J - J	99½	101	101	May '13		99	101		Tennessee Corp 1st conv 6s.. 1925	M - N	92	92½	92½	92			
Bklyn Un El 1st g 4s.. 1950	F - A	79½	80	79½	79½	2	79	87½		Wash Water Power 1st 5s.. 1939	J - J	80½	80½	80½	81			
Stamped guar 4s... 1950	F - A	78	80	80	9	79	80		Wilson & Co 1st 25-yr s f 6s.. 1941	A - O	95½	Sale	95½	96½	12	93½	96½	
Kings County B 1st g 4s.. 1949	F - A	66	70	73	Sept'17		73	78										
Stamped guar 4s... 1949	F - A	65	73	78	July'17		78	80										
Nassau Elec guar gold 4s.. 1951	J - J	55½	60	55	May '18		55	56										
Chicago 1st 5s.. 1927	F - A	82½	83½	83½	1	81½	86½											
Cone Ry & L 1st & ref 4½s.. 1951	J - J	84	84	84	Feb '17		85	85										
Stamped guar 4s... 1951	J - J	84	84	85	Apr '18		85	85										
Det United 1st cons 4½s.. 1932	J - J	70	73	72½	73	28	68	77										
FsSmith Lt & Tr 1st g 5s... 1936	M - S	59½	60	59½	60	2	59½	61										
Hud & Manhattan 6s Ser A.. 1957	F - A	59	60	59	70		59	60										
Adjust income 6s... 1957	F - A	60	65	60	73		60	73										
N Y & Jersey 1st 5s.. 1932	F - A	52	52	50	50		52	52										
Interboro-Metro coll 4½s.. 1956	A - O	54½	59	52½	54½	77	51½	57½										
Interboro Rap Tran 1st 5s.. 1956	J - J	84½	85	84½	85	28	85	85										
Manhat Ry (N Y) cons 4s.. 1990	A - O	77	78½	78½	Apr '18		76	80½										
Stamped tax-exempt.. 1990	A - O	78	79	78½	78½	5	77	82										
Metropolitan Street Ry																		
Bway 8 7th Av 1st c 5s.. 1943	J - D	76	85	85	Feb '18		76½	85										
Col & 9th Av 1st gu 5s.. 1933	M - S	85	95	95	May '17		95	95										
Lex Av & P F 1st gu 5s.. 1953	M - S	75	80	80	Sept'17		80	80										
Met W S El (Chic) 1st 4s.. 1938	F - A	30	30	30	Mar '14		30	30										
Milw Elec & Lt cons 5s.. 1926	J - J	92½	100	100	June '17		92½	100										
Refunding & exten 4½s.. 1931	J - J	92	93	92	Nov '16		93	94										
Minneapolis Stl 1st cons 5s.. 1919	J - J	94	94	94	Aug '17		94	94										
Montreal Tran 1st & ref 5s.. 1941	J - J	86	86	86	Jan '17		86	86										
New Or Ry & Lt gen 4½s.. 1935	J - J	99	103	99	Sept'15		99	103										
N Y Munip Ry 1st s f 5s A.. 1966	J - J	52	52	52	52	3	49	51										
N Y Rys 1st R E & ref 4s.. 1942	J - J	52	52	52	52	118	174	22										
50-year adj inc 6s.. 1942	J - J	52	52	52	52	118	174	22										
N Y State Rys 1st cons 4½s.. 1962	M - N	66	68	6														

SHARE PRICES—NOT PER CENTUM PRICES.							Sales of the Week Shares.	STOCKS BOSTON STOCK EXCHANGE	Range Since Jan. 1.		Range for Previous Year 1917		
Saturday May 11.	Monday May 13.	Tuesday May 14.	Wednesday May 15.	Thursday May 16.	Friday May 17.				Lowest.	Highest.	Lowest	Highest	
124 124	124 124 <sup>a</sup>	125 127	127 127 <sup>b</sup>	127 127 <sup>c</sup>	127 127	220	Boston & Albany	100	122 <sup>d</sup> Apr 17	129 Jan 3	120 Dec	175 Jan	
61 <sup>e</sup> 63	62 <sup>e</sup> 63 <sup>e</sup>	64 65 <sup>e</sup>	65 67 <sup>e</sup>	65 66 <sup>e</sup>	65 67 <sup>e</sup>	6,915	Boston Elevated	100	37 Jan 2	67 <sup>d</sup> May 15	27 Dec	79 Jan	
*93 97	95 95	*98	98 98 <sup>e</sup>	98 98 <sup>e</sup>	98 98 <sup>e</sup>	45	Boston & Lowell	100	87 Mar 14	100 Jan 2	70 <sup>d</sup> Dec	133 Mar	
29 29	23 <sup>e</sup> 29 <sup>e</sup>	30 35	34 35	34 34 <sup>e</sup>	32 <sup>d</sup> 33 <sup>e</sup>	2,881	Boston & Maine	100	19 Jan 23	35 May 14	15 Dec	45 Mar	
*151 160	160 160	160 160	*151 165	160 160	160 160	30	Boston & Providence	100	150 Apr 15	168 <sup>d</sup> Jan 17	150 Dec	213 Jan	
*21 <sup>e</sup> 5	*21 <sup>e</sup> 5	*21 <sup>e</sup> 5	*21 <sup>e</sup> 5	Last Sale 2	Jan 18	Do pref	Boston Suburban Elec no par	no par	2 Jan 26	2 July	3 July		
*13	*14	*14	*14	Last Sale 4 <sup>e</sup>	Nov 16	Do pref	Boston & Wore Elec no par	no par	10 <sup>d</sup> Mar 1	11 Feb 1	9 June	30 July	
*30	*30	*30	*30	Last Sale 2	Jan 18	Do pref	Boston & Wore Elec no par	no par	30 Mar 5	30 Mar 6	30 Aug	38 Feb	
*148 <sup>e</sup> *	148 <sup>e</sup> *	148 <sup>e</sup> *	148 <sup>e</sup> *	Last Sale 14 <sup>e</sup>	Apr 18	Chlo June Ry & U S Y	100	147 Apr 17	147 Apr 17	148 Nov	150 Jan		
*83	*83	*83	*83	Last Sale 83 <sup>e</sup>	Apr 18	Do pref	Connecticut River	100	82 <sup>d</sup> Apr 18	85 Jan 30	83 <sup>d</sup> Dec	108 Jan	
*111 115	111 115	115 115	120 120	*120 124	---	66	Fitchburg pref	100	104 Feb 14	120 Mar 6	102 <sup>d</sup> Nov	140 Mar	
*61	62 <sup>e</sup> 65	63 65	63 65	*63 65	---	53	Georgia Ry & Elec stampd	100	53 Jan 22	65 Jan 3	44 Dec	78 <sup>d</sup> Mar	
*112	*112	*112	*112	Last Sale 115	May 18	Do pref	Georgia Ry & Elec stampd	100	114 <sup>d</sup> May 1	116 <sup>d</sup> Jan 9	116 Dec	133 Jan	
*80 84	*80 84	*80 84	*80 84	Last Sale 80	May 18	95	Maine Central	100	80 Mar 8	81 Feb 25	83 June	92 <sup>d</sup> Jan	
80 80	80 80	80 80	*79 80	80 80	80 80	4,866	Mass Electric Cos	100	80 Jan 26	85 Jan 3	78 Dec	100 <sup>d</sup> Mar	
*44 <sup>e</sup> 45 <sup>e</sup>	41 <sup>e</sup> 41 <sup>e</sup>	5 5	5 6 <sup>e</sup>	6 7 <sup>e</sup>	6 6 <sup>e</sup>	9,223	Do pref stamped	100	2 Jan 2	7 <sup>d</sup> May 16	1 Dec	64 June	
22 <sup>e</sup> 22 <sup>e</sup>	22 23 <sup>e</sup>	23 24 <sup>e</sup>	24 30	27 <sup>d</sup> 33	27 28 <sup>e</sup>	9,862	N Y N H & Hartford	100	27 Feb 25	42 <sup>d</sup> May 16	6 Dec	31 <sup>d</sup> July	
33 <sup>e</sup> 34 <sup>e</sup>	34 <sup>e</sup> 36 <sup>e</sup>	36 <sup>e</sup> 40 <sup>e</sup>	40 <sup>e</sup> 42	39 42 <sup>e</sup>	39 41 <sup>e</sup>	2,655	Northern New Hampshire	100	90 Jan 10	90 Jan 10	90 Oct	105 Apr	
*94 96 <sup>e</sup>	*94 97	*94 97	*94 97	Last Sale 90	Jan 18	10	Old Colony	100	92 Feb 21	98 Jan 2	85 Dec	135 Jan	
*20 22	*20 22	22 25	*22 25	24 <sup>d</sup> 24 <sup>e</sup>	---	295	Rutland pref	100	20 Jan 2	25 Jan 8	16 <sup>d</sup> Dec	84 <sup>d</sup> Feb	
*86	*88 98	*89 100	*89	---	Last Sale 88	Apr 18	Vermont & Massachusetts	100	83 Jan 24	88 Apr 18	83 Dec	110 Jan	
*46 <sup>e</sup> 46 <sup>e</sup>	46 46 <sup>e</sup>	46 46	46 <sup>e</sup> 47	47 47	47 47	265	West End Street	50	37 Feb 20	47 <sup>d</sup> Apr 1	34 Dec	56 <sup>d</sup> Mar	
*54	54 54	54 <sup>e</sup> 54 <sup>e</sup>	54 <sup>e</sup> 54 <sup>e</sup>	54 <sup>e</sup> 54 <sup>e</sup>	55 55	38	Do pref	50	47 Jan 16	62 Apr 1	z45 Dec	74 Jan	
<b>Miscellaneous</b>													
*83 <sup>e</sup> 85	83 <sup>e</sup> 83 <sup>e</sup>	*84 85	*84 86	84 <sup>d</sup> 84 <sup>e</sup>	*84 <sup>d</sup> 86	5	Amer Agric Chemical	100	78 <sup>d</sup> Jan 2	89 <sup>d</sup> Feb 14	73 Dec	94 <sup>d</sup> May	
94 <sup>e</sup> 94 <sup>e</sup>	94 <sup>e</sup> 94 <sup>e</sup>	93 <sup>e</sup> 93 <sup>e</sup>	93 <sup>e</sup> 95	*93 <sup>d</sup> 95	*93 <sup>d</sup> 95	62	Do pref	100	95 <sup>d</sup> Apr 30	98 Dec	103 <sup>d</sup> Jan		
*1 <sup>e</sup> 1 <sup>e</sup>	*1 <sup>e</sup> 1 <sup>e</sup>	1 <sup>e</sup> 1 <sup>e</sup>	1 <sup>e</sup> 1 <sup>e</sup>	21 <sup>d</sup> 21 <sup>e</sup>	*2 <sup>d</sup> 21 <sup>e</sup>	1,130	Amer Pneumatic Service	25	76 Jan 24	21 <sup>d</sup> Mar 2	1 Dec	24 Jan	
*11 11 <sup>e</sup>	11 11	*11 11 <sup>e</sup>	12 14 <sup>e</sup>	11 14	11 12 <sup>e</sup>	1,090	Do pref	50	8 Jan 29	15 <sup>d</sup> Mar 4	7 <sup>d</sup> Dec	14 Mar	
113 114	113 <sup>e</sup> 113 <sup>e</sup>	113 114	115 115 <sup>e</sup>	*114 114 <sup>e</sup>	110 110 <sup>e</sup>	217	Amer Sugar Refining	100	90 Jan 2	115 <sup>d</sup> May 15	90 Nov	126 <sup>d</sup> June	
112 <sup>e</sup> 113 <sup>e</sup>	113 113	112 112	112 112	*111 112	110 110 <sup>e</sup>	577	Do pref	100	108 Jan 19	113 <sup>d</sup> May 9	105 Dec	121 <sup>d</sup> Jan	
*55 55 <sup>e</sup>	*56 <sup>e</sup> 56 <sup>e</sup>	56 <sup>e</sup> 56 <sup>e</sup>	56 <sup>e</sup> 56 <sup>e</sup>	*56 57	57 57	3,600	American Woolen of Mass	100	45 <sup>d</sup> Jan 8	57 May 16	38 <sup>d</sup> Nov	58 June	
94 <sup>e</sup> 95	94 <sup>e</sup> 94 <sup>e</sup>	359	Do pref	100	90 Jan 3	96 <sup>d</sup> Mar 12	z87 <sup>d</sup> Dec	100 <sup>d</sup> June					
*70	70	75 75	75 75	70 70	74 75	8,100	Amoskeag Manufacturing	100	60 Jan 2	75 May 14	60 Dec	75 July	
*80 84	80 80	*80 84	*80 84	*82 84	84	13,380	Do pref	100	76 Jan 7	80 Feb 1	75 Dec	97 <sup>d</sup> Jan	
*13 13 <sup>e</sup>	13 <sup>e</sup> 14	*13 14	14 14	13 <sup>d</sup> 13 <sup>e</sup>	13 <sup>d</sup> 13 <sup>e</sup>	365	Ast Metal Constr Inc	10	11 Feb 21	14 May 7	6 Dec	144 Dec	
109 109	110 <sup>e</sup> 111	110 <sup>e</sup> 110 <sup>e</sup>	109 <sup>e</sup> 109 <sup>e</sup>	110 111 <sup>e</sup>	111 112	355	Atl Gulf & W S Lines	100	95 Jan 15	120 <sup>d</sup> Feb 16	88 Sept	121 <sup>d</sup> Jan	
62 <sup>e</sup> 62	62 63	*62 63	*62 63	*62 63	*62 64	10	Do pref	100	58 <sup>d</sup> Jan 17	63 May 11	55 <sup>d</sup> Feb	66 Jan	
24 24 <sup>e</sup>	24 <sup>e</sup> 24 <sup>e</sup>	24 <sup>e</sup> 24 <sup>e</sup>	24 <sup>e</sup> 24 <sup>e</sup>	24 <sup>d</sup> 24 <sup>e</sup>	23 <sup>d</sup> 24 <sup>e</sup>	2,615	Cuban Port Cement	10	21 Jan 25	26 Feb 18	---	---	
16 16 <sup>e</sup>	16 16	16 16 <sup>e</sup>	16 17	16 <sup>d</sup> 17	16 <sup>d</sup> 16 <sup>e</sup>	2,895	East Boston Land	10	12 Jan 29	17 <sup>d</sup> May 1	9 Dec	20 <sup>d</sup> June	
4 <sup>e</sup> 5	5 5	*4 <sup>e</sup> 5	5 5	5 <sup>d</sup> 5 <sup>e</sup>	5 <sup>d</sup> 5 <sup>e</sup>	4,130	Edison Electric Illum	100	4 Jan 31	5 <sup>d</sup> May 15	3 <sup>d</sup> Dec	10 Jan	
142 142	142 142	142 142	141 <sup>d</sup> 141 <sup>e</sup>	141 <sup>d</sup> 142	141 140	86	Edison Electric Illum	100	137 Jan 15	154 <sup>d</sup> Jan 2	133 <sup>d</sup> Dec	226 Jan	
*147 <sup>e</sup> 148 <sup>e</sup>	148 <sup>e</sup> 149 <sup>e</sup>	149 <sup>e</sup> 149 <sup>e</sup>	149 <sup>e</sup> 150	151 <sup>d</sup> 151 <sup>e</sup>	151 <sup>d</sup> 151 <sup>e</sup>	89	General Electric	100	123 Jan 16	151 <sup>d</sup> May 16	118 <sup>d</sup> Dec	170 <sup>d</sup> Jan	
6 6	*54 <sup>e</sup> 6	*54 <sup>e</sup> 6	6 6	*54 <sup>e</sup> 6	*54 <sup>e</sup> 6	200	Internat Port Cement	10	5 Apr 3	6 <sup>d</sup> Feb 6	4 Dec	18 <sup>d</sup> Jan	
12 <sup>e</sup> 12 <sup>e</sup>	*13 15	*13 15	*13 15	*13 15	*13 15	100	Do pref	50	12 Apr 23	14 Feb 5	10 Dec	33 <sup>d</sup> Jan	
*89 <sup>e</sup>	*89 <sup>e</sup>	*89 <sup>e</sup>	*89 <sup>e</sup>	*90	---	13,380	Island Oil & Trans Corp	10	31 <sup>d</sup> Apr 29	5 <sup>d</sup> Mar 18	92 <sup>d</sup> Dec	102 Jan	
*81 83	81 <sup>e</sup> 81 <sup>e</sup>	82 <sup>e</sup> 82 <sup>e</sup>	83 84	85 91	87 87	573	McElwain (W H) 1st pref	100	89 <sup>d</sup> Apr 24	92 <sup>d</sup> Feb 28	55 Dec	100 Jan	
*65 66	66 66	*64 66	*64 66	*62 66	66 66	32	Massachusetts Gas Cos	100	277 <sup>d</sup> Jan 15	91 May 16	71 Dec	100 <sup>d</sup> Mar	
*110 111	*110 <sup>e</sup> 111	*110 111	110 <sup>e</sup> 111	110 111	111 111	110	Mergenthaler Linotype	100	110 Apr 24	124 Jan 31	110 Dec	169 Jan	
*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*89 <sup>e</sup>	89 <sup>e</sup>	53	Mexican Telephone	100	99 Apr 18	99 May 18	1 Mar	14 July	
*110 111	*110 <sup>e</sup> 111	*110 111	110 <sup>e</sup> 111	110 111	111 111	5	New Eng Cotton Yarn	100	88 Jan 15	89 <sup>d</sup> May 16	35 Jan	95 Mar	
*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*89 <sup>e</sup>	89 <sup>e</sup>	100	Do pref	100	60 Jan 2	60 Jan 2	60 Jan	92 <sup>d</sup> Aug	
*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*89 <sup>e</sup>	89 <sup>e</sup>	137	New England Telephone	100	87 Mar 28	100 Jan 3	93 Dec	124 <sup>d</sup> Mar	
*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*88 <sup>e</sup>	*89 <sup>e</sup>	89 <sup>e</sup>	59	New England Telephone	100	87 Mar 28	100 Jan 3	93 Dec	124 <sup>d</sup> Mar	
*89 <sup>e</sup>	*89 <sup>e</sup>	*89 <sup>e</sup>	*89 <sup>e</sup>	*89 <sup>e</sup>	89 <sup>e</sup>	137	New England Telephone	100	87 Mar 28	100 Jan 3	93 Dec	124 <sup>d</sup> Mar	
*59 64	*60 65	62 62	62 62	*62 65	63 63	63 <sup>d</sup> 64 <sup>e</sup>	59	Nova Scotia Steel & C	100	58 <sup>d</sup> Apr 2	69 Jan 2	59 Nov	112 Jan
33 34	34 34 <sup>e</sup>	36	Pullman Company	100	102 Jan 7	119 <sup>d</sup> May 16	107 Dec	166 <sup>d</sup> Jan					
*13 13 <sup>e</sup>	13 <sup>e</sup> 13 <sup>e</sup>	13<sup											

## Outside Stock Exchanges

**Boston Bond Record.**—Transactions in bonds at Boston Stock Exchange May 11 to May 17, both inclusive:

Bonds—	Friday Last Sale Price.	Week's Range of Prices. Low. High.	Sales for Week.	Range since Jan. 1.		Sales for Week. Shares.	Range since Jan. 1.
				Low.	High.		
U S Lib Loan 3 1/2% s. 1932-47	98.80	98.74 99.10	\$55,200	96.52	Jan 99.26 Apr		
1st Lib Loan 4% s. 1932-47	94.74	94.54 95.64	28,950	94.54	May 98 Jan		
2d Lib Loan 4% s. 1927-42	95	94.54 95.78	156,135	94.54	Feb 97.90 Mar		
3d Lib Loan 4 1/2% s. 1928	98	97.50 98.40	57,100	97.50	May 101 May		
Am Agric Chem 5% s. 1928	96 1/2	96 1/2 96 1/2	6,000	92 Jan	99 1/2 May		
Am Tel & Tel coll 4% s. 1929	—	82 1/2 82 1/2	4,000	80 1/2 Apr	83 Jan		
Convertible 4 1/2% s. 1933	—	86 1/2 86 1/2	1,000	86 1/2 May	86 1/2 May		
Aten Top & S Fe 4% s. 1955	82	81 1/2 82	4,000	81 1/2 May	84 1/2 Feb		
Ati G & W I SS L 5s 1959	74 1/2	74 1/2 75 1/2	13,000	74 1/2 May	79 Jan		
Gt Nor-C B & Q 4% s. 1921	94	93 1/2 94	5,000	92 Mar	94 1/2 Jan		
Mass Gas 4 1/2% s. 1931	90	89 1/2 90 1/2	6,000	88 Jan	91 1/2 Mar		
N E Telephone 5% s. 1932	—	90 1/2 90	3,000	89 Jan	91 1/2 Feb		
Punta Alegre Sugar 6s 1931	—	80 1/2 80 1/2	7,000	77 May	81 Apr		
Swift & Co 1st 5s. 1944	—	94 1/2 94 1/2	9,500	92 1/2 Mar	95 1/2 Feb		
United Fruit 4 1/2% s. 1923	95	95 1/2 95	1,000	93 Jan	95 1/2 Feb		
U S Smelt R & M conv 6s.	97	96 1/2 97	10,000	94 1/2 Jan	97 1/2 Jan		
Ventura Oil conv 7s. 1922	87	87 1/2 90	5,000	80 Jan	90 Jan		
Western Tel & Tel 5s. 1932	87 1/2	87 1/2 88 1/2	9,000	87 Apr	90 1/2 Mar		

**Baltimore Stock Exchange.**—Complete record of the transactions at the Baltimore Stock Exchange from May 11 to May 17, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, *not* per cent. For bonds the quotations are per cent of par value.

Stocks—	Par.	Friday Last Sale Price.	Week's Range of Prices. Low. High.	Sales for Week. Shares.	Range since Jan. 1.		Sales for Week. Shares.	Range since Jan. 1.
					Low.	High.		
Alabama Co. —	100	95 1/2 97 1/2	154	50 Jan	97 1/2 May			
1st preferred —	100	92 1/2 93	15	80 Jan	93 May			
2d preferred —	100	79 1/2 79	10	56 Jan	79 May			
Atlan Const L (Conn.) —	100	81 1/2 81	25	81 May	90 Jan			
Atlantic Petroleum —	10	3 1/2 3	100	2 1/2 Mar	3 1/2 Feb			
Baltimore Tube —	100	73 1/2 74 1/2	220	73 May	80 Jan			
Cons Gas, E L & Pow. —	100	96 1/2 97 1/2	191	94 Jan	102 Feb			
Consolidation Coal —	100	86 1/2 86 1/2	151	86 May	106 Jan			
Corden & Co. —	5	6 1/2 6 1/2	3,343	6 1/2 Jan	8 1/2 Jan			
Do rights —	5	3 1/2 3 1/2	100	3 1/2 Jan	4 Jan			
Davison Chemical, no par —	34 1/2 35	274	30 Jan	28 1/2 Jan	34 1/2 Jan			
Elkhorn Coal Corp. —	26 1/2	26 1/2 26 1/2	7,405	22 1/2 Jan	29 Mar			
Gillette Safety Razor —	87 1/2 87 1/2	100	83 1/2 Apr	87 1/2 May				
Houston Oil trust etfs. —	100	54 1/2 55	704	40 Jan	55 May			
Preferred trust etfs. —	100	69	327	64 Apr	74 Jan			
Mer & Min Trans V T. —	100	71 1/2 72	16	56 Jan	92 Mar			
Monon Valley Trac. —	25	15 1/2 15	150	15 May	16 1/2 Jan			
Mt V-Woodberry Mills Preferred v t r. —	100	72 1/2 73 1/2	834	68 Jan	74 Feb			
Northern Central —	50	72 1/2 72 1/2	188	70 Jan	73 1/2 Feb			
Penn Water & Power —	100	66 1/2 66	20	60 Jan	66 May			
Southern Hotel, com. —	31	31 1/2 31	8	30 Mar	31 May			
United Ry & Elec. —	50	18 1/2 18 1/2	1,416	18 1/2 May	24 1/2 Feb			
Wash Balt & Annap. —	50	26 1/2 26 1/2	373	24 Jan	29 1/2 Mar			
Wayland Oil & Gas. —	5	3 1/2 3	100	3 Apr	3 1/2 Jan			
<b>Bonds.</b>								
Chicago Railway 5s. 1927	—	83 1/2 83	\$2,000	82 Jan	85 Mar			
Citizens' Ry, L & P	—	85 1/2 85	1,000	85 May	85 May			
Newport News 5s. 1940	—	85 1/2 85	5,000	86 1/2 Mar	88 1/2 May			
Conso'l Gas Gen 4 1/2% s. 1954	87 1/2 87 1/2	5,000	86 1/2 Mar	88 1/2 May				
Cons G, E L & P 4 1/2% s. 1935	84	84 1/2 84	10,000	81 Jan	84 Feb			
5% notes —	91 1/2	91 1/2 91 1/2	13,000	91 Apr	95 Jan			
Consol'n Coal ref 5s. 1950	86 1/2 86 1/2	1,000	81 Jan	86 1/2 May				
Convertible ds. 1923	99	98 1/2 99	15,500	98 1/2 May	103 1/2 Jan			
Corden & Co ser A 6s 1932	79 1/2 79 1/2	30,000	78 1/2 Mar	82 1/2 Feb				
Series B ds. 1932	79 1/2 79 1/2	19,000	78 1/2 Mar	83 1/2 Jan				
Elkhorn Coal Corp 6s. 1925	96	96 1/2 96	1,000	96 May	98 1/2 Jan			
Fairmont Coal 5s. 1931	92	92 1/2 92	1,000	91 Apr	93 1/2 Feb			
Hous Oil div etfs. 1923-25	95	94 1/2 95	5,000	88 Jan	99 Jan			
Norf & Ports Trae 5s. 1936	79 1/2 79 1/2	3,000	79 1/2 Apr	80 Feb				
Norfolk Ry & Light 5s 1949	91 1/2 91 1/2	1,000	90 Apr	92 Mar				
United Ry & Elec 4s. 1949	73 1/2 74	2,000	73 Jan	77 1/2 Feb				
Income 4s. —	53 1/2	53 1/2 53 1/2	7,000	53 1/2 May	58 1/2 Jan			
Funding 5s small. 1936	76 1/2 76 1/2	100	75 Apr	82 1/2 Feb				
6% notes —	92	92 1/2 92	6,300	92 May	96 Feb			
Va Mid 4th ser 3-4-5s small	93	93 1/2 93	100	93 May	93 May			
Wash Balt & Annap 5s 1941	82 1/2	82 1/2 82 1/2	6,000	80 Jan	83 1/2 Feb			

**Pittsburgh Stock Exchange.**—The complete record of transactions at the Pittsburgh Stock Exchange from May 11 to May 17, both inclusive, compiled from the official sales lists, is given below. Prices for stocks are all dollars per share, *not* per cent. For bonds the quotations are per cent of par value.

Stocks—	Par.	Friday Last Sale Price.	Week's Range of Prices. Low. High.	Sales for Week. Shares.	Range since Jan. 1.		Sales for Week. Shares.	Range since Jan. 1.
					Low.	High.		
American Rolling Mill. 25	54 1/2	54 1/2 54 1/2	40	53 1/2 May	55 Apr			
American Sewer Pipe. 100	14	14 1/2 14	210	12 1/2 Jan	15 1/2 Jan			
Am Wind Glass Mach. 100	56 1/2	55 1/2 57 1/2	1,115	40 Jan	58 Feb			
Preferred —	100	78 1/2 78 1/2	165	77 Feb	96 1/2 Jan			
Consolidated Ice, com. 50	3 1/2	3 1/2 3 1/2	20	2 Feb	3 1/2 May			
Crucible Steel, pref. —	100	90 1/2 90 1/2	50	89 Mar	90 1/2 May			
Indep Brewing, com. —	50	2 1/2 2	860	1 1/2 Jan	2 Feb			
Preferred —	50	8 7 8	295	6 1/2 Mar	94 Jan			
La Belle Iron Works. 100	115	114 1/2 115	315	106 Mar	115 Feb			
Lone Star Gas. 10	0 123 1/2	119 1/2 124	745	95 Jan	124 Apr			
Mfrs Light & Heat. —	50	50 1/2 52 1/2	960	50 Apr	53 Jan			
Nat Fireproofing, com. 50	3	3 1/2 3	220	3 Jan	4 Mar			
Preferred —	50	8 8	75	8 Mar	94 Feb			
Ohio Fuel Oil. 1	16	16 1/2 16	10	15 1/2 Jan	16 Jan			
Ohio Fuel Supply. 25	42 1/2	41 1/2 42 1/2	955	41 May	45 Jan			
Oklahoma Natural Gas. 25	23 1/2	23 1/2 23 1/2	170	23 1/2 Apr	25 Jan			
Peop Nat Gas & Pipe. 25	33 1/2	33 1/2 34	100	33 1/2 May	34 1/2 Jan			
Pittsb Brewing, com. 50	3 1/2	2 1/2 3 1/2	340	1 1/2 Mar	3 1/2 May			
Preferred —	50	10 9 10	175	8 1/2 Apr	13 Jan			
Pittsburgh Coal, com. 100	55 1/2	54 1/2 55 1/2	430	45 Jan	58 1/2 Feb			
Preferred —	100	83 1/2 83 1/2	20	79 1/2 Apr	84 May			
Pittsb Jerome Copper. 1	45c	44c 50c	29,900	40c Jan	1 Feb			
Pittsb & Mt Shasta Cop. 1	43c	38c 44c	23,100	21c Jan	48c Mar			

## Volume of Business at Stock Exchanges

TRANSACTIONS AT THE NEW YORK STOCK EXCHANGE  
DAILY, WEEKLY AND YEARLY.

Week ending May 17 1918.	Stocks.		Railroad, etc., Bonds.	State, Mun. & Foreign Bonds.	U. S. Bonds.
	Shares.	Par Value.			
Saturday	510,700	\$49,369,000	\$589,000	\$461,000	\$2,935,000
Monday	1,211,000	112,211,500	1,017,000	573,000	5,780,000
Tuesday	1,215,100	111,603,000	1,656,000	612,000	6,549,000
Wednesday	1,126,700	106,049,500	1,957,000	1,096,000	4,641,000
Thursday	1,747,600	159,474,000	2,129,000	739,000	6,495,000
Friday	1,096,862	102,522,000	2,073,000	591,000	4,204,500
Total	6,907,962	\$641,229,000	\$9,421,000	\$5,230,000	\$30,607,500

Sales at New York Stock Exchange.	Week ending May 17.		Jan. 1 to May 17.	
	1918.	1917.	1918.	1917.
Stocks—No. shares	6,907,962	3,723,273	53,705,842	72,595,880
Par value	\$641,229,000	\$340,431,500	\$5,022,407,550	\$6,544,512,330
Bank shares, par Bonds.		\$13,400	\$12,900	\$44,700
Government bonds	\$30,607,500	\$19,000	\$341,516,000	\$334,000
State, mun., etc., bonds	5,230,000	4,731,500	82,672,000	162,000,000
RR. and misc. bonds	9,421,000	11,120,000	111,954,000	261,815,500
Total bonds	\$45,258,500	\$15,879,500	\$536,142,000	\$424,149,500

## DAILY TRANSACTIONS AT THE BOSTON, PHILADELPHIA AND BALTIMORE EXCHANGES.

Week ending May 17 1918.	Boston.		Philadelphia.		Baltimore.	
	Shares.	Bond Sales.	Shares.	Bond Sales.	Shares.	Bond Sales.
Saturday	9,309	\$19,950	5,542	\$14,100	500	\$29,300
Monday	20,434	82,400	7,466	35,400	870	18,100
Tuesday	30,035	90,100	9,891	56,600	2,042	19,000
Wednesday	45,652	69,200	13,925	24,200	1,598	19,500
Thursday	47,888	53,250	19,796	32,700	2,961	27,000
Friday	21,717	69,000	6,631	41,900	8,442	27,000
Total	175,125	\$383,900	63,251	\$204,900	16,512	\$139,900

New York "Curb" Market.—Below we give a record of the transactions in the outside security market from May 11 to May 17, both inclusive. It covers the week ending Friday afternoon.

It should be understood that no such reliability attaches to transactions on the "Curb" as to those on the regularly organized stock exchanges.

On the New York Stock Exchange, for instance, only members of the Exchange can engage in business, and they are permitted to deal only in securities regularly listed—that is, securities where the companies responsible for them have complied with certain stringent requirements before being admitted to dealings. Every precaution, too, is taken to insure that quotations coming over the "tape," or reported in the official list at the end of the day, are authentic.

On the "Curb," on the other hand, there are no restrictions whatever. Any security may be dealt in and any one can meet there and make prices and have them included in the lists of those who make it a business to furnish daily records of the transactions. The possibility that fictitious transactions may creep in, or even that dealings in spurious securities may be included, should, hence, always be kept in mind, particularly as regards mining shares. In the circumstances, it is out of the question for any one to vouch for the absolute trustworthiness of this record of "Curb" transactions, and we give it for what it may be worth.

Week ending May 17	Friday Last Sale. Price.	Week's Range of Prices.	Sales for Week. Shares.	Range since Jan. 1.	
				Low.	High.
Stocks—	Par Price.	Low.	High.		
Action Ex los. r. (no par)	15%	13 1/2	16 1/2	129,000	6% Feb
Preferred	72	70	72	455	4 1/2 Jan
Air Reduction r. (no par)	70	70	75 1/2	1,175	68 Apr
Amer & Brit Mfg. pref. 100	22	22	22	50	15 Jan
Amer Tin & Tungsten r. 1	7-16	5%	5%	6,800	5% May
Brit-Amer Tob ord' y. r. 1	15%	15%	16	800	14% Apr
Ordinary bearer. r. 21	17	16 1/2	17	1,700	14% Apr
Burns Bros Ice r. 100	26	24	30 1/2	27,600	19 Apr
Carbo Steel com. r. 100	110	110	25	77	Jan 116 Apr
Car Leg & Power. r. 25	2 1/2	2 1/2	605	2	Jan 3 1/2 Mar
Carwen Steel Tool. r. 10	9	9	100	8 1/2	Jan 9 1/2 Apr
Chevrolet Motor. r. 100	120	130	8,200	100	Jan 135 Feb
Cities Service com. r. 100	213	213 1/2	45	200	Feb 219 1/2 Jan
Cuprite-Emerald Sulphur. r. 1	1 1/2	1	1 1/2	5,900	1 May
Cuprite Sulphur. r. 1	1	1 1/2	1 1/2	15,000	5% May
Curtain Aerop & M com. r. (T)	35%	34 1/2	36	2,850	25 Jan
Emerson Phonograph. r. 8	2 1/2	2 1/2	3	1,008	2 Apr
Freesport Texas Sulphur. r.	34	34	25	33	May 39 1/2 Apr
Gillette Safety Razor. r. (T)	95	91	95	550	77 1/2 Mar
Holly Sugar Corp. com. r. (T)	35	35	35	100	35 May
Keyst Tire & Rub. com. r. 10	19	18 1/2	19	3,200	12 1/2 Jan
Kreese (SS) Co. com. r. 100	85	85	100	69 1/2 Jan	85 May
Lake Torpedo Boat. r. 100	5%	5%	6	5,670	24 Apr
Lima Locomotive com. r. 100	44	46 1/2	1,750	42 1/2	Apr 47 May
Mareconi Wirel Tel of Am. 5	3 1/2	3 1/2	3 1/2	2,400	3 1/2 Mar
Maxim Munitions r. 10	9-16	7-16	9-16	35,000	14 Apr
N Y Transportation. r. 10	14 1/2	14 1/2	15	700	14 Feb
North Am Pulp & Pap (T)	2 1/2	3 1/2	1,500	2	Apr 3 1/2 May
Penn Seab Steel. (no par)	43	44	500	43	May 44 May
Pocahontas-Logan Coal. r. 5	3 1/2	2 1/2	3 1/2	900	3 Jan
Poulsen Wireless r. 100	15%	11 1/2	15%	9,900	10 Apr
Republic Motor Truck. r. (T)	32	34	30	31	Apr 40 1/2 Mar
St Joseph Lead. r. 10	15%	15%	15%	1,200	14% Jan
Smith Motor Truck. r. 2	2 1/2	2 1/2	40,800	1	Jan 2 1/2 Apr
Standard Motor Constr. r. 10	13 1/2	12 1/2	13 1/2	6,600	8 1/2 Jan
Submarine Boat v t e. (T)	17 1/2	17 1/2	19 1/2	16,200	11 1/2 Mar
Thiogen Co of Amer r. 5	4 1/2	4 1/2	4 1/2	8,300	4 Mar
Todd Shipyards Corp. r. (T)	90	96	598	73	Jan 80 1/2 Apr
Triangle Film Corp v t c. 5	11-16	%	1,500	11-16	Apr 1 Jan
United Motors r. (no par)	24 1/2	23	25 1/2	8,400	19 1/2 Jan
U S Aeroplane Corp. r. 5	2 1/2	1 1/2	3	6,250	13 1/2 May
U S Light & Heat. com r. 10	2 1/2	2 1/2	2 1/2	52,000	1 Mar
U S Steamship. r. 10	7	6 1/2	7 1/2	22,000	4 1/2 Jan
Wright-Martin Aircr. r. (T)	11 1/2	9 1/2	11 1/2	56,000	6 1/2 Jan

	Friday Last Sale. Price.	Week's Range of Prices.	Sales for Week. Shares.	Range since Jan. 1.	
				Low.	High.
Former Standard Oil Subsidiaries.					
Anglo-Amer Oil r. 1	12	12	100	11 1/2 Feb	17 1/2 Jan
Buckeye Pipe Line r. 50	96	96	15	93 Mar	100 Feb
Crescent Pipe Line r. 50	36	36	15	36 May	36 Mar
Illinois Pipe Line r. 100	187	189	35	180 Mar	192 Jan
Indiana Pipe Line r. 50	97	97	15	93 Mar	99 Apr
Ohio Oil r. 25	337	336	55	300 Jan	365 Jan
Prairie Oil & Gas r. 100	490	495	55	418 Jan	500 Feb
Prairie Pipe Line r. 100	275	275	10	255 Feb	279 May
Solar Refining r. 100	310	310	10	310 May	310 May
Southw Pa Pipe Lines r. 100	95	95	10	95 May	95 May
Standard Oil (Calif) r. 100	216	217	70	212 Mar	237 Jan
Standard Oil (Ky) r. 100	335	335	10	335 May	335 May
Standard Oil of N J r. 100	547	554	70	510 Mar	579 Feb
Standard Oil of N Y r. 100	278	266	483	252 Jan	285 Feb
Other Oil Stocks.					
Allen Oil r. 1	1 1/2	1 1/2	2,400	1 1/2 May	11-16 Jan
Amer Ventura Oil r. 1	15c	10c	34,700	6c Jan	16c Feb
Barnett Oil & Gas r. 1	1 1/2	7-16	24,500	1 1/2 May	1 1/2-16 Jan
Boston-Wyoming Oil r. 1	24c	21c	37,000	20c Mar	33c Jan
Cosden & Co. com r. 1	7	6 1/2	7,500	6 1/2 Jan	8 1/2 Feb
Dixie Gas r. 10	10 1/2	10 1/2	600	10 1/2 Feb	10 1/2 Mar
Elk Basin Petroleum r. 5	6 1/2	6 1/2	1,400	6 1/2 Jan	7 Feb
Elkland Oil & Gas r. 1	3-32	1 1/2	2,900	1 1/2 May	1 1/2 Jan
Emeralda Oil Corp. r. 1	12c	10c	40,750	8c Apr	5-16 Jan
Federal Oil r. 5	2 1/2	2 1/2	5,400	2 1/2 Jan	4 Feb
Glenrock Oil r. 10	4	3 1/2	33,000	3 1/2 Jan	5 Jan
Hanover Oil & Ref. r. 5	4 1/2	4 1/2	4,020	3 Jan	7 1/2 Jan
Houston Oil com r. 100	55 1/2	44 1/2	13,200	39 1/2 Jan	56 May
Internat Petroleum r. 5	13 1/2	13 1/2	800	12 1/2 Feb	14 1/2 Mar
Island Oil & Trans. r. 10	4 1/2	4 1/2	71,000	1 1/2 Jan	5 1/2 Mar
K					

Mining Stocks (Concl.)	Friday Last Sale Price.	Week's Range of Prices. Low. High.	Sales for Week. Shares.	Range since Jan. 1.	
				Low.	High.
Success Mining	1	83c	73c-81c	6,600	7c Jan 16c Apr
Superior Cop (prosp't) (†)	-	3	3c	500	2 Jan 3c May
Tonopah Belmont Dev r	1	3-16 3 5-16	100	3 Jan	3c Mar
Tonopah Extension	1	1c 10-16 1 11-16	3,475	13c Jan	1c Jan
Tonopah Mining	1	23c	2c 3	625	2c May 4c Jan
Tri-Bullion S & D.	5	3-16 3-16	300	3-16 Jan	5c Jan
Troy-Arizona r	1	17c	16c 20c	17,000	10c May 21c Mar
Tuolumne Copper	1	1	1	1,000	1 May 1c Mar
United Eastern	1	3c 3-16 3 15-16	6,165	3c May	5c Feb
United Verde Exten.	.50c	40%	40%	900	36c Jan 50c Mar
U.S. Lead & Zinc r	1	31c	29c 31c	6,500	9c Feb 60c Mar
Ward Mining & Milling r	1	4c	4c	500	4c May 22c Mar
Washoe Copper	1	5c	5c	100	5c Apr 1c Feb
West End Consolidated	.5	88c	88c	8,000	65c Jan 88c Feb
White Caps Extens.	.10c	6c	6c	1,000	5c May 18c Feb
White Caps Mining	.10c	13-32	13-32	7,700	11-32 Jan 1c Jan
Wilbert Mining	1	12c	12c	3,500	8c Feb 14c Jan
Bonds					
Am Tel & Tel 1-yr 6%		99%	99%	\$59,000	98c Mar 99c Jan
B & O 5% notes (2-yr) 1919		98%	98%	1,000	98c May 98c May
Beth Steel 5% notes	1919	98%	98%	162,000	90c Jan 98c Apr
Canada (Dom of) 5%	1919	97%	96c	338,000	94c Jan 97c May
Gen'l Elec 6% notes	1920	100%	100%	3,000	98c Jan 100c Apr
6% notes	1919	100%	100%	16,000	99c Jan 100c Apr
Procter & Gamble 7s r 1919		100%	102	30,000	98c Mar 102c May
7s r	1921	101%	101%	7,000	99c Mar 101c Apr
7s r	1922	101%	101%	6,000	98c Mar 101c May
7s r	1923	102%	102%	1,000	98c Mar 102c May
Russian Govt 63/4s r 1919		38	39	5,000	38 Mar 58 Jan
5 1/2s	37	36	37	3,000	33 Apr 52 Jan
Southern Ry 5% notes r 1919		98%	98%	10,000	97c Feb 99 May
Westhouse Elec & Mfg					
1-year 6% notes		99%	99%	64,000	98c Mar 99c Apr

\* Odd lots. † No par value. ‡ Listed as a prospect. § Listed on the Stock Exchange this week, where additional transactions will be found. # New stock. \$ Unlisted. ▲ Ex-cash and stock dividends. △ When issued. ▲ Ex-dividend. ♀ Ex-rights. ▲ Ex-stock dividend.

### STOCK OF MONEY IN THE COUNTRY.—The following table shows the general stock of money in the country, as well as the holdings by the Treasury and the amount in circulation on the dates given.

Stock of Money May 1 '18 — Money in Circulation — In U. S. Held in Treas. May 1 1918. May 1 1917.

	\$	\$	\$	\$
Gold coin (incl. bullion in Treasury)	3,042,711,222	239,947,082	1,064,222,631	678,211,423
Gold certificates		937,585,869	1,812,883,009	
Standard silver dollars	538,532,139	16,946,171	77,648,167	71,209,574
Silver certificates		442,069,740	480,731,823	
Subsidiary silver	228,034,831	12,772,325	215,262,506	191,567,957
Treasury notes of 1890		1,868,061	1,990,606	
United States notes	346,681,016	8,334,715	338,346,301	338,589,355
Federal Reserve notes	\$1,650,964,290	26,480,570	1,524,223,755	449,093,725
Federal Reserve Bank notes	11,742,955	161,570	11,581,385	11,033,165
National bank notes	722,288,177	16,549,875	705,738,302	701,531,326
Total	6,540,954,630	321,192,308	5,318,546,717	4,736,841,963

Population of continental United States estimated at 105,581,000. Circulation per capita, \$50.37.

This statement of money held in the Treasury as assets of the Government does not include deposits of public money in Federal Reserve banks, and in national banks and special depositaries to the credit of the Treasurer of the United States amounting to \$924,362,661.53.

c Includes \$439,504,857 50 Federal Reserve Gold Settlement Fund deposited with Treasurer United States.

d Includes own Federal Reserve notes held by Federal Reserve banks.

Note.—On May 1 1918 Federal Reserve banks and Federal Reserve Agents held against Federal Reserve notes \$559,085,860 gold coin and bullion, \$241,869,780 gold certificates and \$100,259,965 Federal Reserve notes, a total of \$901,215,605, against \$412,665,119 on May 1 1917.

### CURRENT NOTICE

Harris, Forbes & Co. of this city are distributing a circular giving a record of earnings for ten years of 100 public utility companies with whose securities they have been identified. The circular shows an uninterrupted annual increase in the aggregate gross earnings. The aggregate net earnings for 1917 amounted to over 2 1/4 times the aggregate annual bond interest charges of these companies. This tabulation will be useful to the investor or institutions interested in public utility securities.

William R. Compton Co., Halsey, Stuart & Co., R. W. Presprich & Co. of this city and the Hibernia Bank and Trust Co. of New Orleans are members of a syndicate which has purchased and will shortly offer for sale \$3,000,000 State of Mississippi 5 1/4% bonds.

J. B. Harris & Co., 60 Broadway, N. Y., have appointed Charles A. Hunter Jr. Sales Manager of their investment securities department.

### New York City Banks and Trust Companies

Banks—N. Y.	Bid.	Ask.	Banks.	Bid.	Ask.	Trust Co.'s	Bid.	Ask.
America*	485	500	Lincoln	280	300	New York	365	370
Amer. Exch.	220	225	Manhattan*	325	335	Bankers Trust	365	370
Atlantic	170	180	Market & Ful	305	—	Central Trust	378	388
Battery Park	200	215	Mech & Met.	293	308	Columbia	257	265
Bowery*	400	—	Merchants	210	230	Commercial	100	—
Bronx Boro*	150	200	Metropolitan*	165	175	Empire	290	300
Bronx Nat.	160	175	Mutual*	375	—	Equitable Tr.	337	342
Bryant Park*	145	155	New Neth.*	200	215	Farm L & Tr.	380	390
Butch & Drov	80	95	New York Co.	140	—	Fidelity	200	210
Chase	345	360	New York	415	—	Fulton	240	255
Chat & Phen.	240	245	Pacific	270	—	Guaranty Tr.	335	340
Chelesa Ex *	100	110	Park	500	515	Hudson	135	145
Chemical	385	395	People's*	200	220	Irving Trust	See Irving	—
Citizens	210	215	Prod Exch	200	—	Nat. Bank	—	—
City	370	380	Public	200	215	Law Tit & Tr.	93	100
Coal & Iron	205	215	Seaboard	450	470	Lincoln Trust	97	105
Colonial*	400	—	Second	400	425	Mercantile Tr.	—	—
Columbia*	1,150	160	Sherman	125	135	& Deposit	190	200
Commerce	177	180	State*	110	115	Metropolitan	306	—
Comm'l Ex*	390	410	23d Ward*	115	130	Mutual (Westchester)	235	245
Commonwealth*	180	190	Union Exch.	150	160	Title Gu & Tr.	115	125
Continental*	135	145	United States	500	—	Transatlantic	175	—
Corn Exch*	310	320	Wash. H'ts*	275	—	Union Trust	378	383
Cosmopolitan*	85	95	Westch Ave*	160	175	—	395	405
Cuba (Bk of)	175	—	West Side*	125	150	—	—	—
East River	60	70	Yorkville*	525	575	—	—	—
Fifth Ave*	3,500	4,000	Brooklyn	110	120	Brooklyn	500	530
Fifth	215	230	Coney Island*	140	155	Tr.	—	—
First	800	880	First	255	270	—	—	—
Garfield	170	185	Flatbush	125	135	U. S. Mag & Tr.	395	405
Gotham	200	—	Greenpoint	150	165	—	—	—
Greenwich*	335	350	Hillside*	110	120	Westchester	130	140
Hanover	650	660	Homestead*	110	120	—	—	—
Harriman	230	245	Mechanics*	110	120	Franklin	230	240
Imp & Trad.	480	500	Nassau	200	207	Hamilton	265	275
Irving (tr. certificates)	275	280	North Side*	175	200	Manufacturers	125	145
Liberty	390	400	People's	130	140	Queens Co.	70	80

\* Banks marked with a (\*) are State banks. † Sale at auction or at Stock Exchange this week. ‡ Includes one-third share Irving Trust Co. ▲ New stock. ♀ Ex-rights.

### New York City Realty and Surety Companies

Alliance R'ly	Bid	Ask	Lawyers Mtge	Bid	Ask	Realty Assoc	Bid	Ask
Amer Surety	108	115	Mtge Bond	82	87	(Brooklyn)	67	75
Bond & M G	182	192	Nat Surety	155	169	U S Casualty	175	190
Casualty Co.	—	100	N Y Title &	—	—	U S Title Guar	—	60
City Investing	14	19	Mtge	50	60	West & Bronx	160	175
Preferred	60	67	—	—	—	Title & M G	—	—

### Quotations for Sundry Securities

All bond prices are "and interest" except where marked "f".

Standard Oil Stocks	Per Share	RR. Equipments—Per Ct.	Basis
	Par Bid	Par Ask	Bid Ask
Anglo-American Oil new	21	12	124
Atlantic Refining	100	920	930
Borne-Scrymer Co.	100	425	450
Buckeye Pipe Line Co.	50	95	97
Cheesbrough Mfg new	100	315	330
Colonial Oil	100	10	40
Continental Oil	100	425	450
Crescent Pipe Line Co.	50	35	38</td

# Investment and Railroad Intelligence.

## RAILROAD GROSS EARNINGS.

The following table shows the gross earnings of various STEAM roads from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the period from Jan. 1 to and including the latest week or month. *The returns of the electric railways are brought together separately on a subsequent page.*

ROADS.	Latest Gross Earnings.		Jan. 1 to Latest Date.		ROADS.	Latest Gross Earnings.		Jan. 1 to Latest Date.	
	Week or Month.	Current Year.	Previous Year.	Current Year.	Previous Year.	Week or Month.	Current Year.	Previous Year.	
Ala & Vicksburg	April	196,398	145,577	742,053	644,373	Mo & Northern Ark	March	128,363	121,274
Ann Arbor	4th wk Apr	85,686	81,353	398,898	385,588	Mo Okla & Gulf	March	168,415	140,599
Atch Topeka & S Fe	March	1,295,100	1,162,520	33,770,127	32,225,869	Missouri Pacific	March	7,338,205	6,261,131
Gulf Colo & S Fe	March	1,638,454	1,333,183	4,679,728	3,912,821	Monongahela	March	210,717	176,573
Panhandle & S Fe	March	520,095	549,472	1,417,239	1,541,725	Monongahela Conn	March	194,499	201,818
Atlanta Birm & Atl	3d wk Apr	73,053	78,015	1,309,229	1,183,879	Nashy Chatt & St L	March	1,619,268	1,175,238
Atlanta & West P't	March	175,878	144,296	507,657	400,842	Nevada-Cal-Oregon	4th wk Apr	4,677	6,475
Atlantic City	March	223,297	176,004	538,863	444,731	Nevada Northern	March	202,047	193,446
Atlantic Coast Line	March	4,890,707	4,049,275	13,261,685	11,550,091	Newburgh & So Sh	March	94,246	72,571
Atlantic & St Lawr.	March	173,066	159,200	471,927	498,641	New Orl Great Nor	March	178,735	117,564
Baltimore & Ohio	March	12,007,286	9,692,766	28,515,241	28,130,774	NO Tex & Mexico	March	229,101	107,897
B & O Ch Ter RR	March	160,469	176,189	323,931	450,580	Beaum S L & W	March	141,898	74,738
Bangor & Aroostook	March	436,908	478,457	1,051,501	1,239,594	St L Brownsv & M	March	304,027	340,036
Belt Ry of Chicago	March	360,435	318,270	769,152	852,994	New York Central	March	2012,047	171,580,064
Bessemer & L Erie	March	645,697	667,350	1,670,517	1,660,246	Boston & Albany	March	1,899,723	1,773,665
Bingham & Garfield	March	255,584	235,689	726,552	663,702	Lake Erie & W	March	806,090	682,310
Birmingham South	March	122,350	100,646	345,809	387,920	Michigan Central	March	5,595,256	4,185,968
Boston & Maine	March	5,169,541	4,734,582	13,217,506	13,254,744	Cleve C C & St L	March	5,367,638	4,115,347
Buff Rock & Pitts	1st wk May	277,265	309,733	5,294,256	4,578,773	Cincinnati North	March	217,133	172,276
Buffalo & Susq RR	March	192,519	141,229	585,590	402,358	Pitts & Lake Erie	March	2,482,820	2,053,697
Canadian Nor Syst	2d wk May	857,000	882,000	14,485,200	13,396,400	Tol & Ohio Cent	March	736,606	655,084
Canadian Pacific	1st wk May	3,033,000	3,065,000	48,532,034	46,190,127	Kanawha & Mich	March	350,349	258,881
Caro Clinch & Ohio	February	366,671	289,396	684,579	643,176	Tot all lines above	March	37,756,053	30,963,312
Central of Georgia	March	1,776,313	1,243,885	4,963,505	3,575,829	N Y Chicago & St L	March	1,665,171	1,329,707
Cent of New Jersey	March	3,198,902	2,916,222	8,271,148	8,243,842	N Y N H & Hartf	March	7,644,256	6,923,847
Cent New England	March	480,985	452,304	1,227,501	1,210,417	N Y Ont & Western	March	945,944	683,339
Central Vermont	March	388,684	355,503	972,278	944,073	N Y Susq & West	March	325,335	308,019
Charlest & W Car	March	252,570	194,340	672,238	632,231	Norfolk Southern	March	492,612	481,792
Ches & Ohio Lines	March	5,188,751	4,465,765	12,965,321	12,365,846	Norfolk & Western	March	5,770,591	5,119,115
Chicago & Alton	March	1,876,521	1,672,058	4,546,523	4,582,155	Northern Pacific	March	7,716,353	6,805,403
Chic Burl & Quincy	March	11,193,853	9,691,863	29,212,823	27,875,409	Minn & Internat	March	100,199	100,009
Ch Det & C G T Jct	March	84,002	88,190	245,154	281,250	Northwestn Pacific	March	362,163	325,802
Chicago & East Ill	March	2,101,700	1,730,188	5,027,909	4,822,203	Pacific Coast Co	March	519,848	367,427
Chicago Great West	1st wk May	294,707	278,924	5,805,886	5,327,178	Pennsylvania RR	March	25449,567	23989,182
Chic Ind & Louisv	1st wk May	175,338	175,827	2,925,821	3,093,910	Balt Ches & Atl	March	101,811	87,647
Chicago Junc RR	March	335,699	279,150	760,384	778,689	Cumberland Vall	March	356,645	387,588
Chic Milw & St P	March	9,925,215	8,757,232	24,740,500	23,622,970	Long Island	March	1,412,500	1,047,316
Chic & North West	March	9,406,683	7,961,084	23,285,837	22,525,632	Mary Del & Va	March	80,317	70,711
Chic Peoria & St L	March	195,421	166,199	477,764	504,114	N Y Phil & Norf	March	618,174	355,016
Chic Rock Isl & Pac	March	8,236,856	6,935,679	21,008,451	19,841,187	W Jersey & Seash	March	690,066	590,238
Chicago R I & Gulf	March	358,831	312,131	1,051,496	924,528	Penn West Lines	March	6,541,363	5,895,608
Chic St P M & Om	March	1,963,193	1,633,975	5,241,086	4,527,557	Grand Rap & Ind	March	579,827	552,098
Chic Terre H & S E	March	361,188	290,027	876,460	842,680	Pitts C C & St L	March	6,926,056	6,340,660
Coal & Coke	March	282,738	237,802	749,031	681,033	Penn System	—	289,548,886	268,590,795
Colorado Midland	March	105,800	109,319	293,455	300,374	Lines East	March	12,399,043	12,056,355
Colorado & South	1st wk May	311,021	305,120	6,752,206	5,991,672	Lines West	March	142,299,429	129,673,335
Ft W & Denv C	March	643,973	470,947	1,849,890	1,497,307	Lines E & W	March	4318,314	318,235
Trinity & Braz V	March	89,074	78,541	259,602	238,072	Peoria & Pekin Un	March	2,281,208	1,996,409
Colo & Wyoming	March	93,540	100,917	250,609	293,048	Pere Marquette	March	107,033	104,555
Crip Cr & Col Spgs	February	70,799	102,990	150,434	217,544	Pittsb & Shawmut	March	97,867	99,736
Cuba Railroad	March	1,233,503	230,108	3,629,902	1,386,858	Port Reading	March	214,324	175,616
Delaware & Hudson	March	2,547,824	2,461,349	6,619,626	6,377,598	Reading Co	—	6,125,582	5,619,826
Del Lack & West	March	4,855,762	4,704,657	13,445,959	13,106,059	Phila & Reading	March	1,271,877	86,444
Denv & Rio Grande	March	2,344,269	2,286,313	6,722,032	6,229,352	Coal & Iron Co	March	4,677,668	3,934,539
Denver & Salt Lake	March	160,547	120,555	295,877	378,640	Total both cos	March	10803,250	9,554,365
Detroit & Mackinac	1st wk May	25,381	26,283	449,406	430,066	Rich Fred & Potom	March	443,901	387,580
Detroit Tol & Iront	March	173,899	226,588	377,633	327,633	Washing'n South	March	250,318	196,526
Det & Tol Shore L	March	178,794	172,071	434,171	470,132	Rutland	March	354,731	358,271
Dul & Iron Range	March	121,266	103,935	326,360	311,331	St Jos & Grand Isl	March	237,244	186,899
Dul Missabe & Nor	March	169,272	171,155	455,190	496,652	St Louis-San Fran	March	5,243,208	4,456,162
Dul Sou Shore & Atl	1st wk May	84,919	68,624	1,273,904	1,355,124	Ft W & Rio Gr	March	87,217	66,082
Duluth Winn & Pac	March	158,829	222,129	414,822	588,910	St L S F & Texas	March	121,874	98,091
East St Louis Conn	March	86,615	80,204	223,690	239,635	St Louis Southwest	1st wk May	311,000	294,000
Elgin Joliet & East	March	1,447,130	1,269,209	3,350,543	3,525,173	St Annt & Aran Pass	March	367,539	299,931
El Paso & So West	March	1,253,909	1,230,720	3,702,164	3,637,815	Seaboard Air Line	March	3,094,174	2,685,542
Erie	March	6,301,952	5,412,142	15,567,713	14,865,222	South Buffalo	March	146,560	23,919
Chicago & Erie	March	870,956	708,802	1,976,938	1,869,429	Southern Pacific	March	12332,023	11251,114
Total Erie Syst	March	7,172,907	6,120,944	17,544,651	16,724,651	Arizona & East	March	387,944	406,517
Florida East Coast	March	995,097	893,895	2,579,239	2,573,582	Galv Hous & S A	March	1,640,452	1,640,329
Fonda Johns & Glov	March	89,231	90,199	244,074	247,303	Houston & Tex C	March	775,218	598,923
Ft Smith & Western	March	111,497	83,227	323,646	268,545	Louisiana & West	March	168,260	158,274
Galveston Wharf	March	92,474	119,017	239,648	335,175	Morgans La & Tex	March	347,269	289,191
Georgia Railroad	March	455,807	308,547	1,337,370	862,155	Texas & New Orl	March	681,001	527,149
Grand Trunk Pac									

**Latest Gross Earnings by Weeks.**—In the table which follows we sum up separately the earnings for the first week of May. The table covers 20 roads and shows 8.71% increase in the aggregate over the same week last year.

First week of May.	1918.	1917.	Increase.	Decrease.
Buffalo Rochester & Pittsburgh	\$ 277,265	\$ 309,733	\$ 32,468	
Canadian Northern	827,500	734,500	93,000	32,000
Canadian Pacific	3,033,000	3,065,000	32,000	
Chicago Great Western	294,707	278,924	15,783	480
Chicago Ind & Louisville	175,338	175,827		
Colorado & Southern	311,021	305,120	5,901	902
Detroit & Mackinac	25,381	26,283		
Duluth South Shore & Atl.	84,919	68,624	16,295	
Georgia Southern & Florida	61,579	48,756	12,823	
Grand Trunk of Canada	1,434,727	1,135,091	299,636	
Grand Trunk Western				
Detroit Gr Hav & Milw.	18,979	21,026	2,047	
Canada Atlantic	803,984	813,978	9,994	
Mineral Range	229,569	249,389	19,820	
Missouri Kansas & Texas	311,000	294,000	17,000	
Mobile & Ohio	2,581,497	2,093,195	488,302	
St Louis Southwestern	417,501	411,483	6,018	
Southern Railway System	143,746	116,824	26,922	
Texas & Pacific				
Toledo St Louis & Western	11,031,713	10,147,753	981,680	97,720
Total (20 roads)			883,960	
Net increase (8.71%)				

**Net Earnings Monthly to Latest Dates.**—In our "Railway Earnings" Section or Supplement, which accompanies to-day's issue of the "Chronicle," we give the Mar. figures of earnings of all steam railroads which make it a practice to issue monthly returns or are required to do so by the Inter-State Commerce Commission. The reader is referred to that Supplement for full details regarding the Mar. results for all the separate companies.

In the following we give all statements that have come in the present week covering a later or a different period from that to which the issue of the "Railway Earnings" Section is devoted. We also add the returns of the industrial companies received this week.

	Gross	Net	Fixed	Balance,
	Earnings.	Earnings.	Chgs.	Surplus.
	\$	\$	\$	\$
Bellefonte Central... Apr '18	7,097	1,335	210	1,125
17	6,911	618	247	371
4 mos '18	25,641	1,275	840	435
17	28,400	1,804	988	816

#### United Gas & Electric Corporation.

	Gross	Net, after	Fix.	Balance.
	Earnings.	Taxes.	Chgs.	\$
	\$	\$	\$	\$
Citizens Gas & Fuel (Terre Haute)	Mar '18 25,821	12,041	3,637	8,404
17 21,656	8,659	3,963	4,696	
12 mos '18 302,596	139,855	46,034	93,821	
17 278,503	109,000	46,137	62,862	
Colo Spgs Lt, H & Power Co	Mar '18 46,093	12,749	12,459	289
17 45,384	15,511	12,459	3,052	
12 mos '18 577,581	206,916	149,515	57,400	
17 552,231	212,699	149,765	62,933	
Columbia Gas Co	Mar '18 2,332	127	336	def.208
Columbia, Pa	17 2,045	273	323	def.50
12 mos '18 32,755	6,582	3,917	2,665	
17 27,925	6,936	3,882	3,053	
Conestoga Trac- tion Co	Mar '18 110,428	47,568	27,282	20,285
Lancaster, Pa	17 102,843	49,602	27,031	22,570
12 mos '18 1,218,251	509,232	324,713	184,518	
17 1,135,069	508,478	325,302	183,175	
Consumers E L & Power Co, New Orleans, La	Mar '18 30,946	13,521	6,828	6,692
17 28,676	13,243	6,697	6,546	
12 mos '18 373,945	171,244	81,073	90,171	
17 356,347	171,446	78,935	92,511	
Edison Elec Co	Mar '18 63,538	27,402	9,446	17,955
Lancaster, Pa	17 59,668	28,967	8,505	20,462
12 mos '18 741,092	331,066	110,878	220,188	
17 630,583	311,977	96,535	215,442	
Elmira W L & RR Co	Mar '18 111,617	39,843	20,508	19,334
17 106,305	44,879	19,507	25,371	
12 mos '18 1,271,050	469,443	237,223	232,220	
17 1,225,508	511,627	234,210	277,416	
Harrisburg L & P Co	Mar '18 88,166	29,006	15,911	13,094
17 75,878	41,155	13,802	27,352	
12 mos '18 928,903	412,178	173,445	238,732	
17 819,678	466,766	162,534	304,231	
Houston G & F Co	Mar '18 51,371	15,632	6,866	8,765
17 44,407	15,034	6,876	8,158	
12 mos '18 615,478	228,384	82,089	146,295	
17 541,275	224,090	81,504	142,586	
Houston Hts W & L Assn	Mar '18 2,632	1,382	130	1,252
17 2,237	1,104	129	974	
12 mos '18 31,830	16,518	1,554	14,963	
17 28,260	14,072	1,612	12,560	
International System, Buffalo, N Y	Mar '18 639,018	113,416	170,021	def.56,605
17 715,027	264,149	155,140	109,009	
12 mos '18 8,037,243	2,490,628	1,943,682	546,946	
17 8,035,285	3,179,874	1,850,918	1,328,956	
Lancaster G L & F Co	Mar '18 19,087	2,771	2,219	551
17 18,944	7,506	2,101	5,405	
12 mos '18 247,768	74,997	25,617	49,380	
17 230,068	100,637	25,216	75,421	
Leavenworth L H & P Co	Mar '18 22,094	def.871	2,884	def.3,755
17 20,401	5,691	2,884	2,807	
12 mos '18 243,171	25,579	34,608	def.9,028	
17 217,139	55,462	34,578	20,884	
Lockport L H & P Co	Mar '18 38,402	2,966	7,836	def.4,870
17 33,875	8,758	6,030	2,727	
12 mos '18 394,728	82,835	77,619	5,216	
17 349,340	99,666	65,909	33,756	
Richmond L H & P Co, Richmond, Ind	Mar '18 16,411	5,071	4,593	477
17 18,649	6,597	4,800	1,797	
12 mos '18 184,796	59,944	56,484	3,459	
17 159,218	23,294	56,776	def.33,482	
Union Gas & Elec Co, Bloomington, Ill	Mar '18 14,005	1,415	3,378	def.1,962
17 14,037	4,131	3,420	710	
12 mos '18 185,918	46,914	42,882	4,031	
17 183,176	68,979	41,282	27,697	
Wilkes-Barre Co	Mar '18 85,489	32,226	21,662	10,563
17 69,967	32,148	20,082	12,065	
12 mos '18 856,091	354,028	247,433	106,595	
17 760,248	379,073	239,938	139,134	
Total	Mar '18 1,367,456	356,271	316,004	40,206
17 1,380,007	547,414	293,756	253,658	
12 mos '18 16,243,203	5,626,352	3,633,774	1,987,578	
17 15,529,861	6,444,083	3,494,941	2,949,142	

#### ELECTRIC RAILWAY AND PUBLIC UTILITY COS.

	EXPRESS COMPANIES.		Month of January
	1918.	1917.	\$
Western Express Co.—			
Total from transportation.	114,728	105,529	
Express privileges—Dr.	54,100	51,082	
Revenue from transportation.	60,628	53,547	
Operations other than transportation.	3,190	3,402	
Total operating revenues.	63,818	56,949	
Operating expenses.	68,183	60,911	
Net operating revenue.	loss 4,384	loss 3,967	
Uncollectible revenue from transportation.	660	3	
Express taxes.	1,308	1,821	
Operating income.	loss 5,679	loss 5,787	

—Jan. 1 to Latest Date.

Name of Road or Company.	Latest Gross Earnings.	Current Year.	Previous Year.	Current Year.	Previous Year.
Atlantic Shore Ry.	April 14,284	27,158	46,413	\$ 97,840	
Bangor Ry & Electric	March 76,107	71,203	221,368	214,663	
Baton Rouge Elec Co	March 20,322	18,277	61,599	57,545	
Berkshire Street Ry.	December 58,916	87,478	1,058,729	999,886	
Brazilian Trac. L & P	March f8094000	f7549000	f23246,000	f21687,000	
Brock & Plym St Ry.	March 7,978	8,412	22,729	25,142	
Bklyn Rap Tran Syst.	December 2422,455	2452,706	30,563,718	29,304,948	
Cape Breton Elec Co	March 39,516	33,754	117,238	104,345	
Cent Miss V El Prop.	March 25,239	23,629	79,268	74,262	
Chattanooga Ry & Lt.	March 151,533	106,691	422,326	316,334	
Companies Service Co.	April 1885,750	1609,013	7,742,035	6,866,811	
Cleve Painesv & East	February 35,397	32,362	76,169	68,798	
Columbus (Ga) El Co	March 103,308	1017,153	3,468,293	3,188,645	
Colum (O) Ry, P & Lt.	March 362,526	332,389	1,077,562	986,278	
Connecicut Co.	March 175,688				

Companies.	Gross Earnings		Net Earnings		BALANCE SHEET, DEC. 31.			
	Current Year.	Previous Year.	Current Year.	Previous Year.	1917.	1916.	1917.	1916.
Cumberland Tel & Tel. Mar	818,273	756,340	246,953	281,473				
Jan 1 to Mar 31	2,375,514	2,215,529	731,230	808,605	Road & equip't. 188,592,657	180,987,504	Common stock.	37,019,400
Iowa Telephone	362,020	332,764	112,052	115,707	Sink. funds, &c.	28,914	Pref. 4-2% stock	23,894,100
Jan 1 to Mar 31	1,053,951	987,721	313,311	335,994	Misc. phys. prop.	579,970	Pref. 6% stock	37,300
Michigan State Tel.	679,817	661,322	136,553	46,688	Inv. in affil. cos.		Equip. oblig'ns	37,300
Jan 1 to Mar 31	2,036,072	1,963,973	405,290	242,879	Stocks pledged	1,865,303	Mtg. bonds prop	5,601,022
New England Tel.	1,862,899	1,745,708	449,463	364,633	do unpledged	323,888	companies	36,662,000
Jan 1 to Mar 31	5,762,014	5,387,706	1,569,252	1,388,215	Bonds unpledged	221,552	1st mtge. bonds	36,717,000
New York Telephone	5,314,467	4,979,888	1,719,641	1,835,505	do pledged	249,024	Ref. mtg. bonds	12,775,000
Jan 1 to Mar 31	15,551,788	14,607,731	5,099,453	5,10,208	Notes	483,351	1st & Consol. M.	20,004,000
Northwestern Tel Exch.	535,802	499,924	200,838	177,442	Advances	809,548	bonds, Series A	27,273,500
Jan 1 to Mar 31	1,565,036	1,459,875	434,525	375,722	Cash	831,787	Coll. trust bds.	26,221,500
Southern Bell Tel.	741,482	668,945	240,274	212,271	Special deposits	1,820,048	Adjust. M. bds.	4,000,000
Jan 1 to Mar 31	2,160,222	1,939,470	640,882	633,830	Loans & bals rec	976,593	Non-negot. debt	25,000,000
Southern New Eng Tel.	412,123	386,482	111,765	99,669	Traffic, &c., bals.	51,282	to affil. cos. &c.	113,561
Jan 1 to Mar 31	2,129,838	1,137,644	335,412	298,976	Agts. & conduc.	393,053	Loans & bills pay.	253,067
Western Union Teleg.	Mar. 7,197,029	6,095,305	1,946,873	2,120,279	Individ'l's & cos.	428,964	Traffic, &c., bals.	44,233
Jan 1 to Mar 31	20,160,690	16,875,129	5,044,193	5,601,069	1,082,142	244,369	Accts. & wages	709,512
Wisconsin Telephone	419,718	411,017	154,550	142,481	U.S. Governm't	301,652	3,301,147	2,189,335
Jan 1 to Mar 31	1,277,644	1,221,999	355,994	404,305	Mat'l & supp.	3,124,827	Miscellaneous	566,785

a Net earnings here given are after deducting taxes.

b Net earnings here given are before deducting taxes.

	Gross	Net after	Fixed	Balance,	Surplus.
	Earnings.	Taxes.	Charges.	\$	
Cities Service Co. Apr '18	1,885,750	1,848,497	212	1,848,285	
'17	1,609,013	1,578,125	225	1,577,900	
4 mos '18	7,742,035	7,603,522	823	7,602,699	
'17	6,866,811	6,751,069	1,049	6,750,021	
Colorado Pow Co. Mar '18	103,461	59,216	-----	-----	
'17	93,517	53,103	-----	-----	
12 mos '18	1,222,036	699,644	347,092	2,385,161	
'17	1,084,295	604,448	329,415	2,315,962	
Detroit Edison Co. Apr '18	1,090,297	300,319	101,896	198,423	
'17	977,668	303,160	84,733	218,427	
4 mos '18	4,650,805	1,367,290	393,395	973,894	
'17	4,166,104	1,457,471	339,675	1,117,796	
Havana Elec Ry. Mar '18	642,110	335,920	129,766	222,757	
Light & Power	545,397	308,011	165,457	163,849	
3 mos '18	1,904,191	1,036,367	386,973	2,684,950	
'17	1,597,210	919,008	487,462	2467,297	
Keystone Teleph. Apr '18	134,147	58,166	28,552	29,614	
'17	130,196	63,934	27,792	36,142	
4 mos '18	539,026	233,407	114,399	119,008	
'17	514,270	248,446	111,167	137,279	
Nev-Cal Elec Corp Feb '18	162,814	85,581	52,563	23,629	
(and subsidiary cos)	126,624	65,377	47,006	218,453	
2 mos '18	318,012	175,029	102,647	273,110	
'17	257,632	134,629	91,317	244,354	
Newport News & Mar '18	146,998	37,030	20,275	217,797	
Hampton Ry. Gas '17	89,458	27,418	20,683	27,025	
& Elect 3 mos '18	408,877	115,814	60,918	56,649	
'17	256,033	86,825	61,857	25,498	

z After allowing for other income received.

## ANNUAL REPORTS

**Annual Reports.**—An index to annual reports of steam railroads, street railways and miscellaneous companies which have been published during the preceding month will be given on the last Saturday of each month. This index will not include reports in the issue of the "Chronicle" in which it is published. The latest index will be found in the issue of April 27. The next will appear in that of May 25.

### Seaboard Air Line Railway.

(Report for Fiscal Year ending Dec. 31 1917.)

The remarks of President W. J. Harahan are given at length on a subsequent page.

### COMMODITIES (OF FREIGHT TONS) CARRIED FOR CAL. YRS.

Agriculture.	Animals.	Mines.	Forests.	Mfrs. &c.
1917	1,311,785	105,136	2,619,944	2,758,381
1916	1,352,347	111,265	2,587,533	3,933,461

### OPERATIONS AND FISCAL RESULTS FOR CALENDAR YEARS.

	1917.	1916.	1915.
Average miles operated	3,461	3,452	3,409
Passengers carried	5,313,345	4,758,025	4,514,680
Passenger carried 1 mile	346,554,835	250,334,497	221,038,787
Aver. per passenger per mile	2,244 cts.	2,137 cts.	2,163 cts.
Earnings per pass. tr. mile	\$1,42920	\$1,10279	\$1,03323
Tons carried	10,728,707	10,495,660	8,920,220
Tons carried 1 mile	2,056,940,268	1,872,519,125	1,477,770,506
Average per ton per mile	0.956 cts.	0.973 cts.	1,044 cts.
Aver. tons per train mile	359.05	355.15	307.05
Earnings per freight tr. mile	\$3,43430	\$3,45413	\$3,20689
Earnings per mile of road	\$8,767	\$7,586	\$6,642

### INCOME ACCOUNT FOR CALENDAR YEARS.

	1917.	1916.	1915.
Freight	\$19,674,328	\$18,211,895	\$15,434,241
Passenger	7,777,069	5,348,979	4,781,523
Mail express, &c.	2,092,593	1,922,458	1,707,563
Incidental	801,156	701,155	717,549
Total operating revenue	\$30,345,146	\$26,184,487	\$22,640,876

Operating Expenses			
Maintenance of way, &c.	\$3,215,505	\$3,187,544	\$2,630,450
Maintenance of equipment	5,105,472	3,909,974	3,275,144
Traffic	931,259	907,086	785,581
Transportation	11,347,770	8,660,088	7,928,829
General, &c.	913,722	716,130	750,914
Miscellaneous operations	203,449	151,076	123,668
Total oper. expenses	\$21,717,178	\$17,531,907	\$15,494,595
Net earnings	\$8,627,968	\$8,652,580	\$7,146,281
Taxes, &c.	1,390,087	1,223,581	1,119,604

Operating Income			
Income from securities	43,691	62,018	121,085
Rents received	197,396	241,551	183,572
Income unfunded securities	114,120	131,931	63,263
Miscellaneous	36,169	24,931	35,186
Gross income	\$7,629,257	\$7,889,431	\$6,429,784
Deductions			
Hire of equipment	\$405,354	\$143,992	\$r. \$3,675
Rentals	225,562	193,688	219,950
Int. on funded debt	4,591,358	4,375,646	3,974,328
Int. on equip. tr. oblig.	237,357	282,437	340,902
Miscellaneous	65,558	31,657	93,476
Interest Adjust. Mtge. bonds (5%)	1,250,000	1,250,000	1,250,000
Discount on securities	133,426	222,202	307,553
Total deductions	\$6,908,616	\$6,499,622	\$6,182,535
Balance, surplus	\$720,641	\$1,389,809	\$247,249

	1917.	1916.		


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## RESULTS FOR SIX MONTHS ENDING DEC. 31 1917.

Gross earnings	\$86,858,024	Gross income	\$28,494,708
Operating expenses	54,846,368	Interest on bonds	5,868,268
Tax accruals	5,628,161	Rents, &c.	1,138,875
Uncollectibles	14,348	Pref. divs. (2½%)	3,104,342
Operating income	\$26,369,146	Com. divs. (3%)	26,605,490
Other income	2,125,562	Miscellaneous	49,253
Gross income	\$28,494,708	Inv. in phys. property	1,363,072

x In addition to the above, two quarterly dividends of 1½% each paid during the six months ending Dec. 31 1917 the company also deducts a third dividend of 1½% on the common stock. y After deducting the aforementioned third dividend of 1½%, \$3,308,408 paid during the 6 months' period the surplus was \$7,057,000.

## BALANCE SHEET OF THE SYSTEM DEC. 31.

(Incl. Atch. Top. & S. Fe Ry., Gulf Colo. & S. Fe Ry., Panhandle & S. Fe Ry. and Rio Grande El Paso & Santa Fe RR.)

	1917.	1916.		1917.	1916.
Assets—	\$	\$	Liabilities—	\$	\$
RRs., franchises & prop's, incl. stks., bds., &c. 694,003,997	687,057,646		Common stock 220,455,500	216,577,500	
For add'n&b'tments, &c. 14,844,078	6,946,351		Preferred stock 124,173,700	124,173,700	
Invest'mts, new acquisitions 13,098,121	11,992,855		Bonds (see "Ry. & Ind." Sec.) 287,969,980	297,229,761	
Other inv., &c. 35,414,248	26,014,864		Traffic, &c., bal. 1,090,472	1,323,894	
Cash 36,015,608	38,362,667		Accts. & wages 17,211,069	10,647,041	
Time deposits 1,751,000	660,000		Miscellaneous 3,025,987	1,045,518	
Special deposits 231,124	229,111		Acr'd int., &c. 3,256,284	3,265,634	
Loans & bills recd. 2,575,508	756,078		Tax liability 6,217,062	2,015,609	
Traffic, &c., bal. 2,726,948	1,983,742		Oper. reserves 3,328,551	1,506,453	
Ags. & conduct. 2,288,908	1,463,938		Acr'd deprec'n. 36,217,618	30,932,993	
Miscellaneous 7,836,277	5,926,189		Unadj. &c., accts. 5,491,235	3,179,518	
Material & supp 23,701,611	17,468,229		Add'n to prop. through income and surplus 86,085,092	72,156,446	
Cash for fuel reserve fund 1,073,774	1,915,867		Sinking fund reserves, &c. 97,931	70,559	
Oth. def'd assets 152,158	85,255		Fuel lands rec'd 1,973,774	1,915,867	
Unadjust. debits 1,281,619	1,338,038		Profit and loss 33,230,068	32,047,785	
Total 837,894,978	802,200,829		Total 837,894,978	802,200,829	

a Includes in 1917 \$18,366,000 (agst. \$10,639,000) representing temporary investments in short term notes and other quickly convertible securities which are in the nature of current assets.—V. 106, p. 2010. 1899.

## New Orleans Texas &amp; Mexico Ry. (Gulf Coast Lines).

(2d Annual Report—Year ended Dec. 31 1917.)

President J. S. Pyeatt presents the report, which is wholly statistical. (Compare map on page 89 of "Ry. & Ind. Sec.")

Properties included: New Orleans Texas & Mexico Ry. Co., St. Louis Brownsville & Mexico Ry. Co., Beaumont Sour Lake & Western Ry. Co., Orange & Northwestern RR. Co., New Iberia & Northern RR. Co., Iberia St. Mary & Eastern Ry. Co. and Louisiana Southern Ry. Co. (leasehold).

On road averaging 919.70 miles in length, against 959.01 miles in 1916, the railway operating revenues in 1917 increased \$250,851, while operating expenses decreased \$127,951, so that net railway operating revenue increased \$378,802. Taxes, &c., increased \$143,322, and non-operating income increased \$207,596, due chiefly to credit balance on hire of equipment, \$121,261, and income from funded securities, expanded \$41,770, and from unfunded securities, \$35,121.

Deductions from income [as reported by the company] increased \$412,510, with the result that the balance, surplus, was \$1,253,687, an increase of \$30,569. The deduction from income in 1917 included 1st M. interest, \$352,200, and 3½% interest on income bonds paid Oct. 1 1917, \$524,174. The income interest paid April 1 1917, \$233,726 (making 5% for year 1917), was charged by the company against profit and loss. Deducting the entire 5% income interest from the earnings of 1917 we get a surplus balance for the year, as shown in the table below, of \$1,019,961.—Ed.

The operating ratio, excluding taxes, was 62.95% in 1917, against 67.41% in 1916.

## Profit and Loss Account Year ended Dec. 31 1917.

Credits—Balance Jan. 1 1917.	\$757,792	Debits—Invest. in phys. prop.	\$10,840	
Balance from inc. acct. 1917.	1,253,687	Int. on income 5s, Apr. 1 1917	233,726	
Accounts old St. L. & S. F.		Miscellaneous debits	66,763	
RR. written off	185,590		Credit balance Dec. 31 '17	\$1,993,013
Subsd. co. int. written back	98,489			

Maintenance, &c.—During the year 20 miles of 75-lb. main line rail was renewed with 80-lb. rail and 7 miles of main line was ballasted with gravel and shell; 52.93 miles of main line and 25.36 miles of branch line ties were renewed with cypress ties. There remains but 79.14 miles of dirt, main line track, the balance of the main line, 206.47 miles, is ballasted with gravel and 277.79 miles with shell. A site for a freight depot and facilities at Beaumont, Tex., was purchased, and the depot is now occupied, providing adequate freight facilities at this point.

During the year the company acquired on basis of book value all of the equipment owned by New Iberia & Northern RR. Co. and Iberia St. Mary & Eastern Ry. Co., as follows: Locomotives, 7; coal cars, 217; flat cars, 16; caboose cars, 2; gas electric motors, 2; work cars, 2. There was purchased at a cost of \$682,952 200 goldola and 300 box cars. There were built at company shops 21 flat, 2 caboose and 11 work cars, at a cost of \$18,686; betterment cost \$14,884.

New Construction.—An extension of the Iberia St. Mary & Eastern RR. from Shadyside? to Patterson, La., 8.73 miles, was constructed, the cost to Dec. 31 being \$85,286. Opened for traffic Dec. 23 1917.

Financial.—During the year the co. received under reorganization plan:

Cash, St. Louis S. F. Ry. Co.	\$463,651
St. Louis S. F. Ry. 5% non-cumulative Income 5s.	463,651
do 6% pref. stock (voting trust certificates)	522,325
San Benito & Rio Grande Valley Ry. stock	70,000
do First Mortgage bonds	953,735

\*There will also eventually be received: Cash, St. Louis S. F. Ry. Co., \$36,183; St. Louis S. F. Ry. Co. 5% non-cum. income bonds, \$36,183, and 6% pref. stock (trust certificates) \$114,211.

During the year equip. trust obligations were reduced \$262,771.

There were no securities issued during the year. All capital expenditures were provided for out of earnings or surplus.

## Weight of Rails in Lines Owned or Leased—Total Track, 820.80 Miles.

	56-lb.	60-lb.	65-lb.	70-lb.	75-lb.	80-lb.
1917	7.89	82.67	423.59	1.00	198.79	106.86
1916	9.89	82.67	438.54	1.00	201.84	86.86

## Ballast and Ties in Lines Owned or Leased—Total Track, 820.80 Miles.

	Miles of Ballast	Miles of Ties
1917	213.47	329.54
1916	209.47	336.54

## Aggregate Length and Nature of Bridges (in Feet) in Main Track.

	Total Feet.	Steel and Iron.	Masonry.	Trestles.
1917	117,274	5,330	134	111,810
1916	117,274	5,330	134	111,810

## Statistics—Commodities Carried for Calendar Years.

(In tons.)	Agricult.	Animals.	Mines.	Forests.	Manufac.	Mer., &c.
1917	842,603	127,970	559,346	1,151,173	706,374	168,509
1916	598,901	130,964	470,323	1,065,929	437,925	135,586

## Statistics for Calendar Years.

1917.	1916.	1917.	1916.		
Av. miles oper.	920	959	Passengers carried	752,811	784,255
Rev. tons car'd	3,555,975	2,839,628	do car'd 1 m.	73,748,378	76,674,880
do 1 mile	375,451,172	341,713,632	Rev. p. pass. p. m.	2.30 cts.	2.36 cts.
Rev. p. ton p. m.	1.177 cts.	1.24 cts.	Oper. rev. per mile	\$7,242	\$6,684

## CONSOLIDATED INCOME ACCOUNT FOR CALENDAR YEARS.

[Incl. N. O. Tex. & Mex. Ry., St. L. Brownsv. & Mex. Ry., Beaum. Sour Lake & W. Ry., Orange & N. W. RR., New Iberia & N. RR., Iberia St. Mary & East. Ry. and Louisiana Southern Ry. (leasehold).]	1917.	1916.	1915.
Operating Revenue—			
Freight	\$4,420,432	\$4,237,343	\$3,362,338
Passenger	1,761,533	1,818,193	1,100,424
Mail, express, &c.	479,264	354,841	333,486
Total operating revenues	\$6,661,229	\$6,410,378	\$4,796,249
Maintenance of way, &c.	\$1,005,563	\$986,549	\$811,163
Maintenance of equipment	844,818	797,557	740,027
Traffic expenses	211,976	186,732	133,991
Transportation	1,891,119	1,957,480	1,703,439
General	262,187	424,718	298,932
Transportation for investment	Cr. 22,337	Cr. 31,759	Cr. 12,719
Total operating expenses	\$4,193,326	\$4,321,277	\$3,674,833
Net earnings	\$2,467,903	\$2,089,101	\$1,121,416
Taxes, &c.	285,612	142,291	146,690
Operating income	\$2,182,291	\$1,946,810	\$974,726
Hire of equipment	146,311	25,049	
Other income	c 159,281	72,946	47,098
Gross income	\$2,487,884	\$2,044,805	\$1,021,824
Deductions—			
Hire of equipment			\$37,775
Joint facilities rents	\$263,173	\$336,418	393,938
Separately operated properties (loss)	*19,998	11,277	
Miscellaneous	107	165	142
Interest on 1st Mtge. bonds	352,200	337,608	
Int. on 5% non-cum. income bonds			
Charged against			

the clearing of the site for the station building and a large amount of work upon and beneath the surface of public streets and elsewhere as required by this project. There were, however, substantial delays on account of labor troubles and difficulty in securing necessary materials. For these reasons and because of conditions resulting from the European war, it is evident that the completion of these facilities will be delayed beyond the time anticipated when the work was begun.

## TRAFFIC STATISTICS FOR CALENDAR YEARS.

	1917.	1916.	1915.
Average miles operated— Operations—	9,373	9,370	9,368
Revenue passengers carried—	22,670,409	22,879,435	22,728,128
Revenue passenger carried 1 mile—	1,186,881,521	1,097,092,168	1,111,848,183
Rate per pass. per mile—	2,054 cts.	1,990 cts.	1,838 cts.
Revenue freight (tons)—	45,364,552	39,278,135	32,996,554
Revenue freight 1 mile—	13143,186,000	10923,326,000	8,899,951,000
Rate per ton per mile—	0.662 cts.	0.708 cts.	0.721 cts.
Aver. No. tons per train mile—	629.39	574.69	519.25
Earnings per pass. train mile—	\$1.63	\$1.51	\$1.42
Earnings per freight train mile—	\$4.17	\$4.07	\$3.75
Operating revenues per mile—	\$13,052	\$11,653	\$9,990

## INCOME ACCOUNT FOR CALENDAR YEARS.

	1917.	1916.	1915.
Freight revenues—	\$87,008,590	\$77,310,516	\$64,211,845
Passenger revenue—	24,373,780	21,833,534	20,438,622
Mail, express, &c.—	10,960,337	10,047,154	8,939,255
Gross earnings—	\$122,342,707	\$109,191,204	\$93,589,722
Maint. of way and structures—	\$12,984,569	\$12,203,997	\$12,025,216
Maintenance of equipment—	18,196,489	17,053,852	14,833,787
Traffic expenses—	1,681,061	1,662,805	1,577,138
Transportation expenses—	42,293,223	32,014,949	28,810,985
General, &c., expenses—	3,477,002	2,300,102	2,879,954
Total operating expenses—	\$78,632,344	\$65,235,705	\$60,127,079
Net earnings—	\$43,710,363	\$43,955,500	\$33,462,643
Tax accruals—	8,400,175	4,820,197	4,262,552
Uncollectibles—	29,432	36,315	24,157
Operating income—	\$35,280,756	\$39,098,988	\$29,175,934
Other income—	3,133,604	2,991,317	1,304,867
Total income—	\$38,414,360	\$42,090,304	\$30,480,802
Deductions—			
Interest on funded debt—	\$6,790,177	\$6,960,493	\$7,077,552
Rents, &c.—	2,218,150	2,135,086	1,731,357
Sinking fund—	1,397,031	1,864,287	1,783,800
Additions, &c.—	8,057,963	8,864,595	3,340,669
Fund for accr'd tax, not yet due—		2,400,000	
Miscell. appropriations of inc.—		6,000,000	
Regular dividends (8%)—	8,867,128	8,867,128	8,867,128
Extra dividends (10%)—	11,083,910		
Total deductions—	\$38,414,360	\$37,091,589	\$22,800,507
Balance, surplus—	None	\$4,998,715	\$7,680,295

## (1) Operations of Colorado &amp; Southern Lines.

Calendar Years.	Gross Earnings.	Net (after Taxes).	Other Income.	Rents, &c.	Interest.	Diss.	Balance, Sur. or Def.
1917	18,685,811	5,981,642	860,290	3,521,311	*680,528	sur. 2,640,094	
1916	16,469,279	5,625,619	722,161	4,184,206	170,000	sur. 1,993,575	

## (2) Operations of Quincy Omaha &amp; Kansas City Railroad.

1917	871,889	27,441	11,781	42,956	-----	def. 3,734
1916	895,878	108,396	12,974	39,913	-----	sur. 81,456

\* Includes in 1917 4% each of 1st and 2d pref. stocks, against 2% on the 1st pref. only in 1916.

## GENERAL BALANCE SHEET DEC. 31.

[For further details of Dec. 31 1917, balance sheet see a subsequent page].

	1917.	1916.	1917.	1916.
Assets—	\$	\$	£	£
Road & equip't.	473,342,598	453,315,910	Capital stock—	110,839,100
Inv. in affil. cos.: Stocks—	30,204,612	27,552,292	Funded debt—	174,972,200
Bonds—	1,619,237	1,238,123	Traffic, &c., bals.—	2,318,630
Notes—	425,295		Accts. & wages—	9,284,532
Advances—	1,422,950	1,797,555	Matured intert., dividends, &c.—	1,734,219
Other invest'mts	6,145,198	328,372	Misc. accounts—	1,552,303
Misc. phys. prop.	932,658	1,463,711	Aec'r int'd., &c.—	1,069,262
Dep. mtg. prop. sold—	76,536	229,613	Accrued taxes—	5,702,895
Cash—	10,172,988	19,848,418	Insur. reserves—	1,529,703
Demand loans & deposits—	25,000	25,000	Oper'g reserves—	440,000
Time deposits—	1,092,632	12,346,500	Accrued deprece—	39,811,733
Loans & bills rec'd—	4,085,740	4,318,801	Unadjusted, &c.—	35,969,880
Traffic, &c., bal.—	1,407,052	788,948	accounts—	2,695,654
Agts. & conde—	5,389,035	3,896,880	Add'n's to prop.—	49,212,219
Mater. & supp—	15,694,241	7,571,611	Funded debt reti—	40,527,499
Misc. accounts—	4,874,011	2,900,220	16,083,694	15,436,693
Sinking funds—	215,315	3,024	not specifically invested—	7,938,101
Unextinctg. disc't on fund. debt—	2,240,995	2,270,913	Profit and loss—	115,604,586
Other unadjust., &c., accounts—	5,807,250	4,409,743		114,481,547
Total	565,173,333	544,305,614	Total	565,173,333
				544,305,614

—V. 106, p. 2010, 2005.

## Grand Trunk Railway of Canada.

(Report for Fiscal Year ending Dec. 31 1917.)

Chairman Alfred W. Smithers, London, April 12, wrote in substance:

Results.—The enormous increase in working expenses is entirely due to the conditions caused by the war. The total of gross receipts, amounting to £10,725,482, shows an increase of £905,742, the largest traffic carried in the history of the company. Instead of this increased business yielding a profit, the whole amount was absorbed in expenses, which showed the unexpected increase of £1,774,867. In order to meet this serious state of affairs, the most strenuous and continuous efforts were made during the year to obtain from the Railway Commission of Canada permission to increase rates. An increase of 15% was granted as from March 15 1918.

The gross receipts show an increase of £905,742, or 9.22%; the working expenses, including taxes, an increase of £1,774,867, or 24.56%; and the train mileage a decrease of 3,051,932, or 13.34%.

Capital Account.—The total charges to capital account for the year amounted to £444,856 5s. 4d. Of this sum £42,329 1s. 11d. was for the acquisition of securities of the Lachine Jacques Cartier & Maisonneuve Railway and Montreal & Southern Counties Railway companies.

Grand Trunk Pacific Railway—Loan.—A further loan of £7,500,000 was authorized by the Canadian Parliament in the session of 1917 to the Grand Trunk Pacific Ry. Co. for the purpose of assisting that company pending the Government's decision as to future arrangements. (V. 105, p. 1344.)

## OPERATIONS AND FISCAL RESULTS FOR CALENDAR YEARS.

	1917.	1916.	1915.	1914.
Operations—	4,008	4,007	4,015	4,015
Miles worked by engines	12,132,884	13,132,611	12,082,238	12,781,000
Passengers carried—	25,272,449	22,710,527	20,696,509	21,473,864
do one mile (000)---	4,703,165	4,632,376	3,748,316	3,886,370
Average per ton mile—	0.76 cts.	0.67 cts.	0.70 cts.	0.68 cts.
Earnings—	£	£	£	£
Passengers—	2,320,861	2,442,343	2,109,240	2,386,332
Mail and express—	509,306	488,176	423,198	396,247
Freight and live stock—	7,339,114	6,386,714	5,382,701	5,436,808
Miscellaneous—	556,201	502,507	377,549	377,381
Total earnings—	10,725,482	9,819,740	8,292,688	8,596,768

Expenses—	1917.	1916.	1915.	1914.
Maintenance of way, &c.	1,233,979	909,215	1,002,729	1,076,061
Maint. of equipment—	1,927,539	1,506,052	1,406,930	1,375,300
Traffic expenses—	244,439	239,515	237,621	280,895
Conducting transp'n—	4,981,983	3,987,763	3,293,433	3,944,620
General expenses, &c.—	360,544	364,614	365,449	
Taxes—	245,410	220,868	205,095	165,043
Total—	9,002,894	7,228,027	6,511,257	6,841,919
Net earnings—	1,722,588	2,591,713	1,781,431	1,754,849
Other income—	546,152	509,520	759,270	682,744
Total—	2,268,740	3,101,233	2,540,701	2,437,593
Deduct—				
Rental of leased lines—	155,206	155,206	155,206	155,206
Int. on bonds & debentures—	1,506,639	1,506,639	1,406,442	1,492,034
Int. on secured notes—	313,048	299,920	223,750	100,000
Reserve for contingencies—	400,000			
Det. Gr. Hav. & Milw.—	def143,626	def40,239	def1,880	def103,742
Grand Trunk West. Ry.—	*def95,199	sur119,208	def122,177	def135,348
Tol. Sag. & Mus. Ry.—	def28,741	def16,156	def20,563	def26,147
Div. on guar. stock—	(4) 500,000	(4) 500,000	(3) 437,500	
do 1st pref. stk. (5%)—	170,842			
do 2d pref. stk. (5%)—	126,420			
Total—	2,242,460	3,096,214	2,530,017	2,449,977
Balance, sur. or def—	sur26,280	sur5,019	sur10,684	def12,384

\* Covers an 18 months' period.

## (1) Detroit Grand Haven &amp; Milwaukee Ry.

12 months to—	Gross Receipts.	Net Receipts.	Rentals & Oper.

*Capital Expenditures Aggregating \$3,950,822 in 1917 for Additions, Betterments and Extensions.*

Citizens' Gas & Fuel Co., Terre Haute	\$49,028	Internat'l Ry. Co., Buffalo, N. Y.	\$2,578,139
Conestoga Trac. Co., Lancaster, Pa.	67,257	Leavenworth Lt. Heat & Power Co.	130,346
Elmira Water, Lt. & RR. Co.	190,038	Lockport Light, Heat & Power Co.	98,464
Edison El. Co., Lancaster, Pa.	157,522	Wilkes-Barre Company	212,442
Harrisburg Lt. & Pow. Co.	244,835	Miscellaneous	127,715
Houston Gas & Fuel Co.	95,036		

The large items mainly represented: *Harrisburg*—Steam engines, electric meters, furnaces, boilers and accessories, underground conduit system and fuel pumping system. *International*—New Niagara Falls line, cars, turbines, reconstructing tracks and general equipment. *Wilkes-Barre*—Steam plant equipment.

*Renewals.*—During 1917 there was expended or appropriated from earnings for repairs, maintenance and renewals and replacements \$2,156,115, an increase of \$104,946 over 1916. The balance in renewals and replacement reserve on Dec. 31 1917 for all of the subsidiaries was \$2,355,820.

*Earnings of Subsidiaries.*—The current surplus earnings of the subsidiary companies, after paying their preferred stock dividends, amounted to \$1,829,520, of which amount \$1,111,973 was paid out in common stock dividends. The balance, or 39.23% of the current surplus earnings of the subsidiaries, was appropriated to the renewal and replacement reserves or added to existing surpluses. The accumulated surplus of the subsidiary companies after all adjustments amounted Dec. 31 1917 to \$2,123,392.

#### PROPERTIES UNDER OPERATING SUPERVISION OF THE UNITED GAS & ELECTRIC ENGINEERING CORPORATION.

(1) *Gas.*—Citizens' Gas & Fuel Co. (Terre Haute, Ind.); Columbia (Pa.) Gas Co.; Houston (Tex.) Gas & Fuel Co.; Lancaster (Pa.) Gas Light & Fuel Co.; Louisiana Gas & Fuel Co., Inc. (Shreveport, La.), and Richmond (Ind.) Light, Heat & Power Co.

(2) *Electric.*—Consumers' Electric Light & Power Co. (New Orleans, La.); Edison Electric Co. (Lancaster, Pa.); Gretna (La.) Light & Power Co., Inc.; Houston (Tex.) Lighting & Power Co., 1905, and Lancaster (Pa.) Electric Light, Heat & Power Co.

(3) *Electric Railways.*—Conestoga Traction Co. (Lancaster, Pa.); International Traction Co. (Buffalo, N. Y.), which controls International Ry. Co., operating in Buffalo, Niagara Falls, Lockport and vicinity; and Memphis (Tenn.) Street Ry. Co.

(4) *Gas and Electric.*—Leavenworth (Kans.) Light, Heat & Power Co., and Union Gas & Electric Co., Bloomington, Ill.

(5) *Electric and Railways.*—Knoxville (Tenn.) Ry. & Light Co., and Little Rock (Ark.) Ry. & Electric Co.

(6) *Electric and Steam Heat.*—Harrisburg (Pa.) Light & Power Co.

(7) *Gas, Electric and Railways.*—Elmira (N. Y.) Water, Light & RR., and New Orleans (La.) Ry. & Light Co. System.

(8) *Gas, Electric and Steam Heat.*—Colorado Springs (Colo.) Light, Heat & Power Co.; Lockport (N. Y.) Light, Heat & Power Co., and Wilkes-Barre (Pa.) Company.

(9) *Gas, Electric, Railways and Steam Heat.*—Birmingham (Ala.) Ry. & Light & Power Co.

(10) *Water Works.*—Houston Heights (Tex.) Water & Light Association.

#### RESULTS OF OPERATIONS OF SUBSID. PROPERTIES FOR CAL. YRS.

	1917.	1916.	1915.
Gross earnings	\$16,287,276	\$15,160,157	\$13,472,278
Operating expenses (incl. maint.)	8,998,329	7,731,247	6,798,319
Net income	\$7,288,947	\$7,428,910	\$6,673,959
Taxes	\$1,156,371	\$967,100	\$809,661
Fixed charges	3,575,989	3,563,166	3,432,308
Bal. avail. for renew., fin'g & divs.	\$2,556,587	\$2,958,643	\$2,431,990

#### CONSOLIDATED INCOME ACCOUNT FOR CALENDAR YEARS.

Incl. United Gas & Elec. Corp. and United Gas & Elec. Engineering Corp.

	1917.	1916.
Davs. of sub. cos. actually declared during the year and misc. direct earn. after deduction of exp.	\$1,228,459	\$1,176,588
Deduct—Int. on 6% coup. notes (retired dur. year)	102,517	449,106
Int. on 7% purchase money certif. of indebtedness	542,448	453,098
Amortization of debt discount and expense	54,500	54,500
Interest on notes payable	39,355	4,201
Balance	\$489,639	\$615,683

*Add*—Balance of extraord. credits consisting of sundry profits less sundry losses on transactions in stocks of sub. cos., incl. in 1917 \$140,000 appreciation in certain holdings still owned by corp..

	106,225	-----
Total	\$595,864	\$615,683
Dividends on first pref. stock declared during year (4 1/4)	417,816	(7,649,936)
Balance of surp. at Dec. 31 as per bal. sheet below	\$178,048	def. \$34,253
Amount added to surplus of sub. cos. not declared as dividends	189,374	163,570
Total	\$367,422	\$129,317

UNITED GAS & ELEC. CORP. EARNS. FROM ALL SOURCES FOR CAL. YEARS (INCL. EQUITY IN NET EARNINGS FROM SUB. COS., EXCL. OF AMERICAN CITIES CO. AND ITS SUBS. WHETHER ACTUALLY RECEIVED IN THE FORM OF DIVIDENDS OR NOT).

	1917.	1916.
Direct earnings (less expenses) of United Gas & Elec. Corp. and net earnings of its sub. cos. (excl. of Amer. Cities Co. and its sub. cos.) after deduction of divs. on their pref. stocks, incl. equity of direct sub. cos. in the operations of their respective sub. cos. on basis of holdings at end of period	\$1,417,832	\$1,293,595
Add—Profits from dealings in securs. held, includ. \$140,000 appreciation on the holdings of a sub. co. still owned by the corp., less sundry current surplus charges	106,225	46,584
Total	\$1,524,057	\$1,340,159
Deduct—Int. on 6% coupon notes U. G. & Elec. Corp.	49,106	
Int. on 7% pur. money certif. of indebtedness	102,517	
Interest on bonds	542,448	453,098
Amortization of debt discount and expense	54,500	54,500
Interest on notes payable	39,355	4,201
Balance	\$785,238	\$779,253
Dividends on first preferred stock	(4 1/4)% 417,816	(7,649,936)
Balance, after providing for amort. & all fixed chgs.	\$367,422	\$129,317

#### EARNINGS OF SUBSIDIARY COMPANIES FOR MARCH 31 YEARS.

	1917-18.	1916-17.	1917-18.	1916-17.
Mar. 31 Years.	\$	\$	\$	\$
Gross earnings	16,221,162	15,403,048	Net income	\$1,965,757
Net, after taxes	5,604,311	6,407,269	Surplus	\$2,912,548
Interest, rents, &c.	3,638,554	3,494,721	Preferred divs.	719,699
Net income	1,965,757	2,912,548	Surplus	874,785
Net income of sub. cos. for year ending March 31 1918, as above	\$1,965,757		1,433,998	
Deduct—Reserve for renewals and replacements			371,273	
Proportion of earnings applicable to stock of sub. cos. owned by public			621,648	

	Balance	\$972,836
Add—Net income from bond investments and other sources		252,299
Total for bond interest, &c.		\$1,225,135

	Interest, rents, &c.	\$553,522	of indebtedness, \$138,124, and amort. of debt disc., \$55,625	745,271
Balance				\$479,865

#### CONSOL. BALANCE SHEET DEC. 31 (INCL. UNITED GAS & ELEC. CORP. AND UNITED GAS & ELEC. ENGINEERING CORP.).

	1917.	1916.	1917.	1916.
Assets	\$	\$	\$	\$
Subsidiary cos.				
Stocks	30,519,867	30,303,969	1st pref. stock	9,284,800
Bonds	190,385	43,330	2d pref. stock	11,663,500
Other investments	1,046	26,789	Common stock	12,250,820
Oil & gas cos.			Coll. tr. a. f. bonds	9,300,000
Stocks	162,035	-----	7% purch. money certif. of indebt.	1,925,800
Bonds	2,692,990	-----	Notes payable	c643,500
Fixtures, supp., &c.	17,512	13,832	1st pref. divs. declared but unpd.	162,484
Due by assoc. cos.			Int. accrued on 6s.	122,835
Open accounts	981,611	365,566	Due to sub. cos.	110,250
Demand notes	670,166	641,478	Open accounts	42,403
Divs. accrued	22,084	93,845	Bond int. acer'd	27,489
Bond int. acer'd	73,843	1,038	Miscellaneous	16,665
Miscellaneous	284,639	231,054	Debt disc. & exp.	344,001
Debt disc. & exp.	1,591,295	1,536,725	Advances made for purch. of secur.	51,367
Advances made for purch. of secur.	-----	a517,375	Miscell. deferred charges	46,552
Miscell. deferred charges	25,171	24,938	Cash	479,865
Cash	249,570	773,397		
Total	46,482,273	43,578,336	Total	46,482,273
				43,578,336

a The transfer of which had not been completed at Dec. 31 1916.

b Auth. \$15,000,000; issued, \$10,000,000; in treasury \$700,000 (of which \$665,000 deposited as collateral security for notes payable), leaving a balance of \$9,300,000 as above. Of this latter amount \$1,111,000 bonds are owned by a sub. co. which in its turn has utilized the same as collateral to a mortgage. c Secured by treasury bonds. d Including stock acquired in Susquehanna Amalgamation. e Dividends on the first pref. stock of the corporation to the extent of 10 1/4%, and on the 2d pref. stock from Jan. 1 1914 (in all, 14%) have accrued, but have not been declared.

The United Gas & Electric Corp. also has contingent liabilities as follows: In respect of its guarantee of principal and interest of \$1,537,300 par value of First Ref. 5% Mtge. bonds of the Wilkes-Barre Co., due 1960.

A summary of the operations of the American Cities Co. and its constituent companies for the calendar year 1917 was published in V. 106, p. 2012. The report at length will be published another week.—V. 106, p. 2015, 1462.

#### Lake Shore Electric Railway Co.

(17th Annual Report—Year ending Dec. 31 1917.)

President E. W. Moore says in substance:

*System Earnings.*—The gross income of the system increased \$167,460, but operating expenses and taxes increased \$187,978, so that, although interest paid decreased \$15,314, the surplus from the operations of the year decreased \$5,204.

*Cut-Off.*—The grading and laying of track and installing of overhead lines was continued on the Huron cut-off, a little more than two miles being completed. Bridges in this section were completed and fences erected.

*Rolling Stock.*—Of the 18 cars ordered in 1917, 12 were delivered.

*Power Department—Purchase of Ohio State Power Co.*—The Fremont power plant was closed down permanently Jan. 1, the power for the Toledo division thereafter being purchased from the Ohio State Power Co. The old machinery was sold, and in addition to the funds received from the sale of machinery, there was charged off at the close of the year for depreciation on this plant the sum of \$100,000. As of Aug. 1 1917 this company, in connection with the American Gas & Electric Co. of New York, purchased the entire capital stock of the Ohio State Power Co., each owning 50% thereof, and it is now being handled jointly by the two companies. This purchase was made necessary on account of the former owners' failure properly to maintain and operate the plant. Two additional 750-h. p. boilers are being installed in this plant, so that it will be in position to furnish all current needed by American Gas & Electric Co. and ourselves.

*Lighting Department.*—Extensions in the lighting system at Castalia, Berlin Heights, Vermilion, Bay Village and Bellevue were made, the number of customers now served being 1,629.

*Improvements.*—Total expenditures for additions and improvements chargeable to capital account were for Lake Shore Electric Ry. (net), \$21,335, and for total system, \$33,465.

*Notes Extended.*—The \$200,000 Lorain Street RR. Co. three-year collateral trust 6% notes which matured on Jan. 1 1918 were extended for a period of two years.

*New Car Trust.*—In July an issue of \$176,000 6% car trust certificates maturing in one to ten years was sold to cover the purchase of 18 new cars.

*System Results.*—The results of operation of the Lake Shore Electric Ry. system (comprising the Lake Shore Electric Ry., Lorain Street RR., Sandusky Fremont & Southern Ry., People's Light & Power Co. and Bellevue Illuminating & Power Co.) were:

Bellevue Illuminating & Power Co.						
1917	\$30,939	\$20,678	\$10,261	-----	sur. \$10,261	
1916	27,904	18,301	9,603	-----	sur. 9,603	
People's Light & Power Co.						
1917	\$17,991	\$12,967	\$5,023	-----	sur. \$5,023	
1916	15,309	10,229	5,080	-----	sur. 5,080	
—V. 105, p. 2543.						

**Newport News & Hampton Ry., Gas & Electric Co.**  
(Report for Fiscal Year ending Dec. 31 1917.)

Pres. J. N. Shanahan on March 19 submitted the report of Allen & Peck, Inc., Managers, which said in substance:

**Results.**—The total operating revenues show an increase of \$343,596 over 1916, or 34%. The very substantial increase in the revenue of each department is due, as you do doubt are aware, to the activities at this port incident to the war. While the gain in gross earnings shows every indication of continuing, nevertheless the tremendous increase in the cost of both labor and material makes it doubtful whether the net earnings will not show a decrease in the coming year.

The operating expenses as a whole increased \$200,760, or 36% over 1916. This increase was due not only to the growth in business, but to the greatly increased cost of labor and material. These increases came very largely during the latter months of the year, labor conditions being particularly unsettled, due to the amount of Government work being performed.

Income deductions increased \$21,427, of which \$5,888 was the cost of retaining rolling stock.

The net income was \$287,283, an increase of \$98,851 over the year 1916. Of this amount \$106,619 has been credited to "reserve for depreciation, extraordinary renewals or purchase of bonds" [and \$64,382 was set aside for the 5% paid on common stock in May 1918.—Ed.].

**Capitalization.**—During the year your directors changed the authorized capital stock to \$2,000,000 preferred and \$2,000,000 common; also changed the rate of dividend on the preferred stock from 6% to 7%, cumulative in each case. The outstanding \$1,000,000 par value of 6% cumulative preferred stock was canceled and in lieu thereof \$850,000 new preferred and \$150,000 common stock was issued. The directors also arranged for the sale of \$250,000 of the new preferred stock at par, \$155,900, of which has already been issued. (See V. 105, p. 716, 998, 2272).

To provide funds to pay for the capital improvements made during the calendar year 1916, there was taken down from the trustees \$151,000 par value of the company's 5% first and refunding bonds.

**Improvements and Betterments.**—These aggregated \$266,653, including railway, \$164,106; gas, \$40,002; electric, \$51,669; ice, \$10,876.

**CONSOLIDATED INCOME ACCOUNT FOR CALENDAR YEARS.**

	1917.	1916.	1915.	1914.
Railway	\$541,227	\$414,519	\$355,624	\$322,868
Gas	185,847	142,779	161,919	139,347
Electric light & power	369,555	253,890	214,778	172,289
Ice	260,678	202,523	183,851	179,357
Gross earnings	\$1,357,308	\$1,013,711	\$916,171	\$813,861
Operating expenses	\$759,302	\$558,543	\$524,506	\$489,821
Taxes	57,721	35,519	28,880	27,292
Net earnings	\$540,284	\$419,650	\$362,785	\$296,748
Other income	2,917	3,273	3,089	6,373
Total income	\$543,201	\$422,923	\$365,874	\$303,121
Bond int. and discount	242,252	\$228,687	\$227,740	\$225,690
Other int., rents, &c.	13,665	5,804	8,171	4,218
Pref. dividends (6%)	59,957	60,000	60,000	60,000
Common dividends (5%)	*64,382	(3%)33,750	25,080	-----
Depreciation	106,619	71,209	25,080	-----
Balance, surplus	\$56,326	\$23,474	\$44,884	\$13,212

\* Includes \$63,750 reserved for 5% dividend on company's common stock (not paid till May 1 1918), and \$632 paid on stock of Newport News Distilled Ice Co. held by outsiders.

**CONSOLIDATED BALANCE SHEET DECEMBER 31.**

	1917.	1916.	1917.	1916.
Assets—	\$	\$	\$	\$
Land, plants & equip.	6,943,725	6,803,483	Preferred stock	1,005,900
Additions (net)	225,853	135,242	Common stock	1,275,000
Organization exp.	23,943	23,943	do Newp. N. Dist.	1,125,000
Liberty loan	31,088	-----	Ice Co. with public	7,900
Materials & supplies	105,484	79,220	Capital surplus	14,733
Acc'ts & notes receivable, less reserves	154,899	94,962	Funded debt	4,814,500
Cash	46,115	*23,387	Bills payable	20,000
Cash for bond interest, &c.	134,361	132,223	Accounts payable	144,534
Prep'd insur. & taxes	3,571	3,228	Consumers' deposits	31,487
Def'd chges. to oper.	619	-----	Old Dom. Land Co.	3,000
Bond discount	49,328	30,736	Provision for income & excess prof. tax.	20,078
Total	7,759,675	7,343,950	Acer. bond, &c., int.	106,160
Total	7,759,675	7,343,950	Reserve for dividends	29,956
			Reserves	138,095
			Surplus	98,539
				84,882

\* At Dec. 31 1916 the company was entitled to receive additional bonds of its first and refunding issue to a par value of \$151,000.

x Includes in 1917 Citizens' Ry., Lt. & Pow. Co. 1st 5s, \$69,000; Newport News & Old Point Ry. & Elec. Co. 1st 5s, \$900,000, and Gen. Mtge. 5s, \$44,000; Hampton Roads Trac. Co. 1st 4 1/2s, \$68,000, and Newport News & Hampton Ry. Gas & Elec. Co. 1st & Ref. 5s, less in treasury, \$3,735,500.

—V. 106, p. 1231, 602.

**Northern Ohio Traction & Light Company.**

(Report for Fiscal Year ending Dec. 31 1917.)

President B. C. Cobb, Jan. 22, wrote in substance:

**Results.**—The year 1917 was one of many difficulties. The coal shortage particularly has hampered the operation of our power plants, and the increased cost, regardless of quality, has been very great. We are hopeful of obtaining better coal service during the coming year. Some increases in interurban fares and electric power rates were placed in effect during the latter part of 1917 to offset in part the greatly increased cost of operation.

The gross earnings in the railway dept. were \$4,620,098, against \$3,981,589 in 1916, and in the electric dept. \$1,769,511, against \$1,188,853. Total operating expenses were \$3,932,671, against \$2,602,837; taxes, \$349,791, against \$268,141, while depreciation in both years stood at \$295,000. After deducting these and also all income charges (\$632,069 against \$619,520), the balance available for dividends was \$1,180,078, contrasting with \$1,384,943. Ratio of operating expense to gross earnings, 61.55%, against 50.34% in 1916 and 53.78% in 1915. Miles of road operated, 177,90; single track operated, 246.51; gross railway earnings per mile of road, \$25,970; per mile of single track, \$18,742.

**Additions and Improvements.**—The expenditures for additions and improvements made during the year aggregated \$2,977,186, including: Track, roadway and structures, \$855,657; power houses, sub-stations and equipment, \$1,225,829; cars and equipment, \$461,243; commercial light and power distribution, \$328,074; miscellaneous, \$106,384.

Approximately 6.23 miles of track were renewed with heavier rail laid in the case of city lines on steel ties with concrete base.

**Rolling Stock.**—The following new equipment was placed in operation on the system: 41 semi-steel pay-enter type city passenger motor cars; 10 all-steel city passenger trail cars; 1 50-ton locomotive; 3 dump cars. We have also contracted for 8 steel freight and express cars.

**Power Stations.**—The increase in output of power was 29%. In 1916 we were installing two 20,000 k.w. turbo-generators. The first of these began operating to its capacity late in Sept. 1917. The second unit is expected to be in operation by May 1 1918.

**Power Output.**—  
K.W.H.  
Gorge steam power plant 150,204,576  
Canton steam power plant 16,952,574  
Hydro-electric plant 6,784,400  
Power purchased 432,340

1917. 1916. Per Cent.

110,669,060 Inc. 35.72

17,220,437 Dec. 1.55

6,949,400 Dec. 2.37

Inc. 29.32

Total 174,373,890 134,833,897

**Lighting and Commercial Power.**—During the year we secured 5,623 new customers and added 4,342 h.p. in motors. The street-lighting contract with the city of Akron which expired Oct. 1 1917 was renewed for 5 years at the same rates.

**Akron Terminal.**—The new terminal and general office building at Main and Federal streets, Akron, it is now anticipated, will be completed and ready for occupancy by May 1 1918.

**Financial.**—As of Dec. 1 1917, the company sold \$1,000,000 Secured Serial 7% gold bonds (V. 105, p. 2456) of an authorized \$1,450,000, maturing serially \$25,000 Dec. 1 1919, \$50,000 Dec. 1 1920, \$100,000 Dec. 1 1921, then \$150,000 yearly, 1922 to 1925, and \$225,000 on Dec. 1 1926. These bonds are secured by pledge of \$1,500,000 First Lien & Refunding Mortgage gold bonds.

The outstanding pref. stock was increased by sale of 3,842 shares (to \$4,993,700). V. 105, p. 1802.

The proceeds from the sale of these bonds and pref. stock were used to reimburse the treasury for additions, improvements and extensions.

**RESULTS FOR CALENDAR YEARS OF COMBINED PROPERTIES.**

	1917.	1916.	1915.	1914.
Average miles operated	246.51	244.33	241.04	236.77
Passengers	\$4,263,961	\$3,709,038	\$2,926,306	\$2,817,271
Freight, &c.	275,295	139,518	108,927	88,259
Light and power	1,769,511	1,188,853	763,715	643,977
Parks	14,556	72,670	58,058	49,796
Miscellaneous income	66,285	60,363	33,745	36,782
Total earnings	\$6,389,609	\$5,170,442	\$3,890,751	\$3,636,085
Maint. of way & struct	\$574,370	\$551,944	\$307,737	\$358,974
Maint. of equipment	472,571	360,924	348,792	299,389
Operation—power plants	1,446,787	642,166	397,467	402,171
Conducting transport'n	1,173,372	805,348	682,598	652,893
Taxes	349,791	268,141	220,511	220,511
General	560,571	537,455	415,905	524,002
Oper. exp. and taxes	\$4,577,462	\$3,165,978	\$2,373,010	\$2,237,429
Net earnings	\$8,812,147	\$2,004,463	\$1,517,741	\$1,398,656
Deduct. Int. on bds. &c.	\$632,069	\$619,520	\$628,309	\$606,898
Pref. dividends (6%)	290,196	271,107	199,281	182,364
Common dividends (5%)	477,752	450,000	450,000	450,000
Balance, surplus	\$412,130	\$663,836	\$240,151	\$159,394

**Note.**—Included in operating expenses in 1916 and 1917 is a charge of \$295,000 for depreciation of cars and equipment, against \$60,000 in 1915.

**CONDENSED BALANCE SHEET DEC. 31.**

	1917.	1916.	1917.	1916.
Assets—	\$	\$	\$	\$
Cost road & equip.	30,769,722	27,910,256	Common stock	\$10,000,000
Securities owned	5,971,151	1,383,429	Preferred stock	4,993,700
Cash depots in Lieu of mtg. prop. sold	64,966	5,000	Bonds	15,075,000
Subs. to com. stock	899,900	-----	Accounts, &c., payable	694,168
Real estate	188,304	127,675	Accrued, &c., int.	304,629
Cash	282,010	214,221	Paving assess'mts	103,047
Cash for int. & pt. divs. Jan. 1	240,789	245,433	Taxes accrued, not due	211,671
Notes receivable	2,485	11,403	Consumers' depos.	29,365
Accts. receivable	375,853	236,420	Pref. div. payable	11,146
Material & supp.	926,169	444,099	Jan. 1	74,859
Cost of re-financ'g	516,523	508,270	Notes payable	577,051
Miscellaneous	35,438</			

## CONSOLIDATED BALANCE SHEET DEC. 31.

	1917.	1916.		1917.	1916.
Assets—	\$	\$		\$	\$
Property, plants, franchises, &c.—	11,729,740	11,636,144		Common stock...	2,250,000
Materials & supp.	85,684	58,274		Preferred 6% cum...	2,250,000
Accts. & bills rec., less reserve....	110,847	291,744		Aug.-Aiken Ry. & Elec. sk. fd. 5s...	2,939,000
Cash....	16,274	22,479		Co. 1st M. 5s...	2,979,000
Notes receivable (discounted)....	600	4,274		Augusta Ry. & El. Co. 1st M. 5s...	912,000
Unamortized debt discount, &c....	31,895	59,762		1st s. f. 5s...	2,750,000
Miscellaneous....	33,164	35,860		Bills payable...	191,863
Cash for sink. fund	2,765	659		Notes & accounts payable, &c....	268,700
Total.....	12,010,960	12,109,195		Reserves.....	126,397
—V. 106, p. 2010, 1343.				Surplus.....	133,332
Total.....	12,010,960	12,109,195		194,118	169,481

## Spokane &amp; Inland Empire Railroad.

(11th Annual Report—Year ended Dec. 31 1917.)

Pres. L. C. Gilman, Portland, Ore., Mar. 3, wrote in sub.:

**Results.**—The freight earnings on the interurban lines show a decrease of \$42,098, or 12.0%, under 1916. The interurban passenger earnings also show a decrease amounting to \$5,562, or 1.6%.

The decrease in interurban freight earnings is due almost entirely to the poor grain crop harvested this season from the country tributary to our lines, caused by the unusual condition of a late, cold spring and a hot, dry summer. The grain traffic handled this season was approximately 819,747 bushels, against 1,390,168 bushels for last season. On Jan. 1 1918, when the accounts were closed, there was 34.4% of the grain crop in the warehouses still to be moved. During the latter half of 1917 the shipment of lumber was seriously curtailed by the car shortage brought on by the war.

Automobile competition obtains to about the same extent as stated in the last annual report. Our revenue from street car lines in the city of Spokane shows an increase of \$4,542, or 1%. The increase in revenue from "other sources" amounts to \$28,022, or 40.7%, due largely to rental received from equipment being held by foreign lines.

Operating expenses show a substantial increase in every department, except cost of power. As the contract with the Washington Water Power Co. has expired, we are now operating entirely with our own power.

The Adamson Law forced heavy increases in wage schedules of men and trainmen and it has been necessary to make voluntary increases in the compensation of other employees. Large advances in the cost of material have occurred. These conditions have necessarily greatly increased the cost of operation, maintenance and betterment.

**Power.**—Our power plant at Nine Mile, on the Spokane River, with a maximum capacity of 20,000 h. p. and a continuous capacity of 15,000 h. p., is furnishing all the power for operating the company's lines, as well as commercial power for manufacturing, irrigating and lighting purposes in Spokane and vicinity.

**Additions and Betterments.**—The items charged to capital account during the past year comprise mostly expenditures for bridges, trestles and culverts, including the completion of the Rock Creek trestle and rebuilding Bridge No. 1-3, first crossing of the Spokane River in the City of Spokane. (Extensive tie-renewals also were made.)

**Bonds.**—\$86,500 bonds have been retired during the past year.

**Outlook.**—The territory served by the interurban lines has a better crop prospect than last year, and there is also a good prospect of a heavy movement of lumber during the coming season, provided the necessary supply of equipment is available.

At the time of writing this report the policy of the Government in reference to taking over short lines for operation has not been fully determined, but it now seems probable that this property will be operated during the war and for a certain period thereafter under Government control.

## INCOME ACCOUNT.

	Years end. Dec. 31—	Years end. June 30—	
Operating Revenues—			
Freight	\$307,947	\$350,045	\$303,684
Passenger	352,298	357,860	354,526
Street railway system	469,713	465,170	470,884
Other revenue	96,952	68,930	64,741
Total oper. revenue	\$1,226,910	\$1,242,005	\$1,193,835
Operating Expenses—			
Way and structures	\$296,539	\$293,595	\$220,867
Equipment	295,470	254,557	201,077
Power	44,534	100,778	119,240
Transportation	384,075	354,246	348,292
Traffic	17,836	17,120	16,624
General, &c.	119,411	117,014	129,987
Total oper. expenses	\$1,157,865	\$1,137,311	\$1,036,036
Net earnings	\$69,045	\$104,694	\$157,799
Auxiliary oper. (net)	86,690	117,825	132,615
Net oper. revenue	\$155,735	\$222,519	\$290,414
Taxes accrued	121,468	113,356	121,403
Operating income	\$34,267	\$109,162	\$169,011
Other income	4,668	4,616	4,478
Gross income	\$38,935	\$113,778	\$173,489
Deductions			
Int. on funded debt	\$225,759	\$230,204	\$232,015
Int. on unfunded debt	271,355	243,365	242,255
Miscellaneous	3,823	162	582
Total deductions	\$500,937	\$473,731	\$474,853
Balance, deficit	\$462,002	\$359,953	\$301,364
Total.....	28,190,529	27,337,245	27,337,245
—V. 106, p. 500.			

## CONSOLIDATED BALANCE SHEET DEC. 31.

	1917.	1916.		1917.	1916.
Assets—	\$	\$		\$	\$
Road & equipm't	25,646,536	25,618,938		Common stock...	10,000,000
Sinking funds, &c.	20,097	20,204		Preferred rights...	6,397,700
Stock	96,285	96,285		Funded debt...	4,439,000
Notes	105,379	105,379		Non-negot. debt to affiliated cos.: Notes...	5,668,253
Advances	6,706	4,922		Open accounts...	4,467,860
Cash	116,773	26,569		Interest accrued...	315,255
Loans & notes rec.	1,883	20		Accounts & wages...	165,324
Misc. accts' receiv	76,193	54,463		407,953	
Material & supp.	203,962	166,292		Accounts & wages...	291,676
Other curr. assets	2,577	6,521		17,623	
Deferred assets	348	—		Miscellaneous...	156,335
Prepaid rents and insur. premiums	5,966	954		34,813	146,596
Oth. unadj. debits	17,007	5,916		Accrued int. &c...	36,548
Profit and loss	1,890,817	1,230,780		Unadj. credits, &c...	20,745
Total.....	28,190,529	27,337,245		Tax liability...	110,146
—V. 106, p. 500.				Accrued deprec'n...	89,353
Total.....	28,190,529	27,337,245		Corporate surplus...	822,314
					14,950

## Capital Traction Co., Washington, D. C.

(Report for Fiscal Year ending Dec. 31 1917.)

The annual report, signed by Pres. George E. Hamilton and the directors, says in substance:

**Results.**—The increase in receipts due to the large growth of the population of the District of Columbia incident to the war; the growth in operating costs, largely augmented by the abnormal increase in the costs of labor, material and supplies, especially of coal; the difficulty of obtaining sufficient labor, even at the higher rate of wages paid; the stress and strain of meeting traffic conditions created and made difficult by the sudden influx of population, all unite in making 1917 a record year.

The gross revenue increased \$501,621 over 1916, which has been absorbed as follows: (1) \$295,919 by increase in the cost of operation including for labor and material an additional \$19,196, and depreciation reserve \$102,954; (2) an increase of \$43,470 in taxes; (3) \$150,000 in extra dividends paid to the stockholders; (4) \$46,530 carried to surplus.

**Extensions.**—The extension of our tracks on 18th and 19th Streets and Virginia Ave. was begun late in the year. The installation of a complete

new special work layout at 15th St. and New York Ave. was completed at a cost of over \$56,000.

**Valuation.**—The hearing for the presentation of argument by counsel has been postponed from time to time. With this exception, the hearings in the matter of valuation have been completed.

**Washington & Maryland Railway Line.**—The operation of the Washington and Maryland Railway line, provided for in agreement entered into late in December 1916 has been delayed by the failure of that company to complete its extension in Tacoma.

## OPERATIONS AND FISCAL RESULTS.

	1917.	1916.	1915.	1914.
Car mileage	7,871,530	7,769,389	7,812,728	8,180,797
Revenue passengers, No.	64,285,993	53,482,546	51,003,735	52,227,070
Transfer passengers, No.	19,412,983	16,487,820	17,180,921	17,452,370
Gross earnings	\$2,783,538	\$2,289,251	\$2,206,494	\$2,255,992
Maintenance of way, &c.	\$199,479	\$167,755	\$102,631	\$137,336
Maint. of equipment	154,646	99,350	119,817	88,795
Operation of power plant	207,092	190,367	167,515	156,865
Transportation	664,485	591,278	571,614	596,461
General, miscell., &c.	217,627	188,662	190,707	170,735
Total oper. expenses	\$1,533,329	\$1,237,410	\$1,152,284	\$1,150,192
Net earn. from oper.	\$1,250,209	\$1,051,841	\$1,045,210	\$1,055,800
Other income	16,262	8,928	6,532	17,146
Total net income	\$1,266,471	\$1,060,769	\$1,060,742	\$1,122,946
Taxes	\$186,283	\$142,813	\$135,800	\$142,108
Interest, &c.	283,658	281,779	281,368	283,711
Dividends	x \$(34)750,000	(5)600,000	(5)600,000 (5)600,000	
Total	\$1,219,941	\$1,024,592	\$1,017,168	\$1,085,819
Balance	\$46,530	\$36,177	\$43,574	\$37,127

x Extra dividend of 1 1/4 paid Dec. 20 1917 (V. 105, p. 2183).

## BALANCE SHEET DEC. 31.

	1917.	1916.		1917.	1916.
Assets—	\$	\$		\$	\$
Road, equip., &c.	17,939,351	17,769,945		Capital stock...	12,000,000
Funded debt				Funded debt...	5,606,000
Accts. & wages pay.				Accts. & wages pay...	8,924
Mat. int. & divs.				unpaid...	8,527
Notes & accts. rec.				Accts. int. not due...	211,178
Miscellaneous				Accts. int. due...	23,358
Unadj. accts. &c.				Tickets...	36,850
Liberty bonds				Due deprec. res.on acct. temp. adv...	88,002
Deferred assets				Deferred liabilities	3,713
				Insurance reserve	194,150
				Accrued deprec'n	328,941
				Other unadj. cred...	137,832
				Profit and loss...	329,547
				Total.....	18,968,496
				Total.....	18,630,684

\* Includes in 1917 insurance reserve fund, \$194,150 less \$194,000 investment in C. T. Co. 5% bonds. The insurance reserve fund consists of \$194,000 of the company's bonds, purchased and paid for out of said fund and in addition \$150 cash deposited in bank.

a Due depreciation reserve fund on account of temporary advances to road and equipment account, and due depreciation reserve fund on account of accrued interest (Liberty Bond Loan).—V. 106, p. 1460, 497.

## Tide Water Oil Company.

(29th Annual Report—Year ending Dec. 31 1917.)

On subsequent pages will be found the company's annual report for the calendar year 1917, including the remarks of President R. D. Benson, and the income and surplus accounts and balance sheets for the late fiscal year, both for the company itself and for the co. and its subsidiaries combined.

## OPERATIONS OF CRUDE OIL REFINERY AND AVERAGE PRICES RECEIVED PER BARREL.

	1917.	1916.	1917.	1916.
</

CONSOLIDATED PROFIT AND LOSS ACCOUNT FOR CAL. YEAR 1917.			
Tide Water Oil Co. stockholders' proportion of net income (see above) for calendar year 1917	\$8,854,040		
Previous surplus Jan. 1 1917, carried forward	13,023,617		
Total available for cash and stock dividends	\$21,877,657		
Cash dividends—March 1917 (2%), \$637,888; June (7%), \$2,232,854; Sept. (5%), \$594,950; and Dec. (5%), \$1,594,950; total (19%)	6,060,656		
Dividend paid in stock (10%) Feb. 1917	2,900,000		
Total surplus Dec. 31 1917, as per balance sheet below	\$12,917,001		

x NET EARNINGS OF TIDE WATER OIL CO. AND SUBSIDIARY COS.			
<i>Calendar Years—</i>			
Tide Water Oil Co.	1917.	1916.	1915.
a The Tide Water Pipe Co., Ltd.	\$3,048,236	\$2,512,849	*\$481,647
a Associated Producers Co.	1,524,020	1,639,865	1,406,293
a Tidal (formerly Okla.) Oil Co.	b2,020,846	746,456	525,197
a Other subsidiaries	2,267,650	5,664,145	1,285,267
	loss 6,711	459,393	922,550
Total (as above)	\$8,854,040	\$11,022,708	\$4,620,953

\* Exclusive of dividends of subsidiary companies included in 1915 report.  
a Proportion due outside stockholders deducted. b Includes in 1917 \$1,374,475 appreciation by adjustment of excess depreciation in prior years.

**CONSOL. BALANCE SHEET DEC. 31 (INCLUDING SUBSIDIARIES).**  
(For details of 1917 balance sheet see a subsequent page.)

	1917.	1916.	1917.	1916.
Assets—	\$	\$	\$	\$
Prop. & equipm't.	31,974,838	26,764,861	Capital stock	31,900,000
Other investments	775,063	261,550	Res've for fire loss	429,932
Short-term secur's	3,673,089		Minority interests	376,981
Cash	1,290,291	1,968,431	in sub. cos.	1,898,945
Accts. & notes rec.	3,552,303	8,398,159	Deferred assets	1,701,398
Prepayments	49,058	77,809		46,027
Crude oil & prod.	7,281,987	7,564,329	Div. pay. Jan. 2'17	870,000
Supplies & mater.	1,966,749	1,415,533	Curr. accts' payable	1,190,936
Deferred items	448,321		Accrued taxes	1,576,854
Total	50,563,378	46,898,993	Surplus as per income accts' above	12,917,001
				13,023,617

—V. 106, p. 1143, 507.

### Sinclair Gulf Corporation, New York.

(Financial Statement—Year ending Dec. 31 1917.)

INCOME ACCOUNT FOR THE PERIOD ENDING DEC. 31 1917.	
Net earnings of sub. cos.—Sinclair Gulf Oil Co. (Jan. 9 to Dec. 31 1917), Freeport & Tampico Fuel Oil Corp. and sub. cos. (Feb. 21 to Dec. 31 1917), Sinclair Navigation Co. (April 1 to Dec. 31 1917) and Sinclair Cuba Oil Co. (Oct. 1 to Dec. 31 '17)	\$4,710,478
Less—General and administrative expense, \$113,725; reserve for taxes, \$466,797; int. on bonds and notes, \$515,718	1,096,240
Balance	\$3,614,238
Add—Miscellaneous income	93,035
Total	\$3,707,273
Deduct—Amount set aside for depreciation and depletion of properties and for amortization of steamship charters, &c.	2,613,996
Net income, carried to surplus (see balance sheet below)	\$1,093,277

### CONSOLIDATED BALANCE SHEET, DEC. 31 1917.

Assets (Total \$56,154,585)—	
Real estate, oil and gas leases, oil wells and equipment, refinery, terminals, tank cars, steamships, steamship charters, &c.	\$49,877,244
Investments in subsidiary companies	598,618
Cash in banks and on hand	2,260,351
Notes and accounts receivable less reserves for doubtful accounts and claims	1,764,326
Inventory—Crude oil and refined products	1,211,425
Deferred charges: Prepaid insurance, taxes, interest, &c.	442,621
Liabilities (Total \$56,154,585)—	
Capital stock—Authorized (without par value), 1,000,000 shares; issued, 999,567 shares; less with trustee to exchange for 10-year bonds, 276,415 shares, and in treasury, 9,300 shares; balance, 713,852 shares. Value of equity of above shares at Dec. 31 1917	\$39,550,366
First lien 10-year convertible 6% gold bonds (auth., \$20,000,000), issued, \$16,351,000; less redeemed through sinking fund and retired, \$651,000; deposited with trustee, \$745,000; and in treasury, \$4,590,500; balance	10,364,500
Notes and equipment trust certificates issued for property purchased, maturing 1919 and subsequently	311,227
Notes payable, \$204,524; accounts payable, \$634,092; accrued taxes, interest, royalties, &c., \$824,344	1,662,960
Deferred credits—Miscellaneous earnings in suspense	186,994
Minority stockholders—Freeport & Tampico Fuel Oil Corp.	307,500
Depletion and depreciation reserve	2,677,761
Surplus income Dec. 31 1917, as above	1,093,277
Contingent liabilities Dec. 31 1917 amounted to \$96,750. (Compare earlier financial statement, V. 105, p. 2009.)	506.

### American Beet Sugar Co., New York.

(Report for Fiscal Year ending March 31 1918.)

Pres. H. Rieman Duval, N. Y., April 27, wrote in subst.:

**Results.**—The net income for the year after paying 6% on the preferred, and 8% on common stock, was \$1,635,188. Adding this amount to the surplus April 1 1917, \$1,254,747, makes a total of \$2,889,935, from which there was deducted \$1,247,550 as an appropriation for additions and improvements to factories and lands. The profit and loss surplus April 1 1918 was therefore \$1,642,385.

**Additions and Improvements.**—The appropriation of \$1,247,550 includes \$201,395 due to increased cost of labor and material necessary for continuation of additions and improvements under way April 1 1917, of which Grand Island absorbed \$122,818. The balance, \$1,046,155, is for various additions and improvements authorized during the year.

At Oxnard, after experiments during the last three campaigns, a plant is being erected at an estimated cost of \$123,939 to extract from the Steffens water (which is now run into the ocean) potash, ammonia, &c., the market value of which has advanced so rapidly during the war. This plant, it is expected, will be ready for operation when the factory begins work the coming summer, and it is estimated that the profit on its production this campaign will exceed its cost, and that hereafter, even with peace prevailing, the value of its products will insure continued profitable operation.

The factory management, as a rule, supplies labor for the beet farmers in all districts. Beet culture requires more labor than any other agriculture, and to attract and retain labor 138 adobe houses were erected in Colorado. An appropriation of \$100,000 has now been made to provide 63 houses in the beet-growing districts contributory to the Oxnard plant in California.

**Market Review.**—(1) **Beet Sugar Production.**—Notwithstanding the material increase in the domestic beet acreage in 1917-18, warranting a sugar estimate of 20,000,000 bags, unfavorable weather and labor conditions reduced the actual output to 15,276,000 bags—the smallest since 1914—against 16,400,000 bags in 1916-17. There are now unsold 3,400,000 bags [of beet sugar, say 100 lbs. to bag] compared with about 2,000,000 bags a year ago.

The 1917-18 production of this company was 1,686,544 bags, against 2,155,963 bags in 1916-17. There are now on hand 334,346 bags, compared with 277,100 bags of sugar a year ago.

The beet sugar distribution this season has been confined principally to the territory from Pittsburgh and Buffalo west to the Pacific Coast; free movement was seriously interfered with for a considerable period by adverse transportation conditions and scarcity of equipment. Some beet sugars were sent to North Atlantic States to relieve the acute cane sugar shortage there.

(2) **Extraordinary Conditions in Sugar Trade.**—Among the many important features of the year, the most notable were unusual advances in cane raws and refined, an acute sugar shortage, Government control of the sugar industry, discontinuance of trading in futures on the New York Sugar Exchange, licensing the trade, the agreement of the Beet Sugar Producers with the Food Administration, establishing, Oct. 1, a beet sugar selling price of \$7 25 per bag seaboard basis; the creation of an International Sugar Commission and their agreement with a Cuban Commission for the purchase of the new Cuban crop at the equivalent of about \$6 per 100 pounds New York, duty paid; an arrangement with cane refiners for pro rata allotments of raw sugars and fixing their gross profit at \$1 30 per 100 pounds.

(3) **Prices and Stocks of Cane Sugar.**—The raw market, which a year ago had advanced to \$5 89 New York, duty paid, continued advancing without important recessions to \$7 77 in August. From this point there were gradual declines until early January, when the sale of the new Cuban crop was effected at a price of approximately \$6 New York. Stocks on hand in Cuba and Atlantic ports by August were sufficient only for about ten weeks normal supply, and were further reduced by early October to less than two weeks' normal supply. Meltings of cane refiners at Atlantic ports dropped from nearly 300,000 tons in May to 198,000 tons in September, 127,000 tons in October, 60,000 tons in November.

The cane refined market, which was \$8 basis New York a year ago, reached the high point of \$9 15 in August, declining by Oct. 1 to \$8 35. With the arrival at Atlantic ports of new raws in January 1918, cane refined declined to \$7 45 basis.

(4) **Prices of Beet Sugar.**—California beet producers entered the market in July with new crop sugars at \$7 65 per bag basis, advancing to \$7 90 per bag, which price held until Oct. 1, when the new agreed price of \$7 25 per bag became effective. The country was then practically divided into two price zones, viz., Illinois and West with Western beet and Eastern cane at \$7 25 per bag basis, advancing in December to \$7 35 per bag; East and South with Eastern and Southern cane \$8 35 basis, declining in December to \$8 15. As the Michigan and Ohio beet factories came into operation in October and November, the beet zone was extended to Pittsburgh and Buffalo. When, with the arrival at Atlantic ports of new raws in January, cane refined declined to \$7 45 basis, beet refined was simultaneously advanced to \$7 45 per bag, thus placing the entire country on the same basis for both sugars.

Throughout the critical period of acute shortage, the domestic beet sugar industry has played an important part, not alone in being practically the only distributor at times in a wide territory, but also in assisting the Government towards establishing reasonable prices and effecting an equitable distribution. With the close of this fiscal year, the country generally is provided with fair supplies of sugar.

**Operating Costs.**—Receipts from sugar decreased \$2,386,748; expenses increased \$848,964; receipts per bag of sugar increased 87 cts., but expenses per bag increased \$1 97, so that net earnings per bag decreased \$1 10. The average cost of sugar sold, including freight and other selling expenses, was \$6 21 per bag of 100 lbs., as against \$4 24 per bag last year.

The increase in expense of \$1 97 per bag is accounted for as follows: Factory cost (beets, labor and supplies) increased \$1 04; selling expenses decreased 6 cts.; depreciation factory buildings and equipment increased 20 cts.; factory, corporate and Government taxes increased 70 cts.; administrative and other expenses increased 9 cts.

The net earnings amounted to \$1 51 per bag and, including the profit from pulp sales and from other sources, amounted to \$1 92, compared with \$2 80 last year.

**Taxes.**—Charges for taxes amount to \$1,399,965, compared with \$342,115 in 1916-17, an increase of \$1,057,849, which is due principally to the increase in Government tax on net incomes and its war tax on profits.

**Reserve for Working Capital and Surplus.**—This item March 31 1918 included: Reserve for working capital, \$4,247,602; profit and loss, surplus, \$1,642,385; total, \$5,889,987. Of this sum there is permanently invested in current and other operations, varying more or less with each campaign, \$2,898,666, making net liquid assets of \$2,991,320.

**Outlook for New Crop.**—In the 1918-19 campaign the company will farm 16,600 acres, and 15,944 acres will be farmed by tenants. There will be 11,668 acres planted to beets; 11,087 acres planted to alfalfa and other hay crops, and 9,789 acres planted to barley, wheat, oats and other grain crops. In Colorado and Nebraska the acreage has been fairly maintained.

In California the contracted acreage is 20,519 acres less than was harvested last year, and the smallest since 1907, when there were 17,843 acres. This decline is chiefly due to one of the most serious droughts in the history of the States, a drought not broken until March, when it was too late for many beet lands to be planted with any prospect of a profitable crop. The decline was also due in part to (1) discouragement caused by partial crop failure in 1917; (2) the competition of high prices for unregulated farm products, as against the usual price that could be paid for beets with a regulated sugar price. The latter causes will apply to Colorado as well as to California, and while in Colorado the decline is comparatively light, there will be no more beets than the Rocky Ford factory can economically slice, and the Las Animas factory will not operate. For similar reasons in California, the Chino factory will not operate, so that all beets secured there will go to Oxnard.

### OPERATIONS FOR YEARS ENDING MARCH 31.

	1917-18.	1916-17.	1915-16.	1914-15.
Production (bags)	1,686,544	2,155,963	1,752,662	1,710,995
Sales (bags)	1,629,298	2,186,067	1,904,332	1,763,765
Average cost per bag	\$6.21	\$4.24	\$3.95	\$3.90
Unsold Mar. 31 (bags)	334,346	277,100	307,204	455,874

	1917-18.	1916-17.	1915-16.	1914-15.
Gross sugar sales	\$12,584,367	\$14,971,116	\$10,479,293	\$8,304,423
Expenses—				
Factory cost of sugar sold	\$7,117,276	\$7,280,224	\$5,894,276	\$5,479,898
Selling exp. (freight, dis-				
count, &c.)	\$77,775	1,319,870	1,198,567	990,563
Administration, int., &c.	394,102	325,902	*313,125	*326,507
Depreciation	327,957			
Factory & corp. taxes	x 1,399,965	342,115	113,648	80,677

	1917-18.	1916-17.	1915-16.	1914-15.
Total expenses	\$10,117,076	\$9,268,112	*\$7,519,616	*\$6,877,645
Net earnings	\$2,467,291			

**Burns Bros. of N. J. and Burns Bros. of N. Y.**  
*(Financial Report for Fiscal Year ending March 31 1918.)*

Ernst & Ernst, public accountants, May 10 report:

The net profit for the year applicable to dividends amounted to \$1,449,-\$33 after providing for depreciation and all charges applicable to operations for the year, including war excess profit and income taxes \$406,043.

**CONSOLIDATED INCOME ACCOUNT (INCL. N. Y. AND N. J. COS.).**

March 31 Years— 1917-18. 1916-17. 1915-16. 1914-15.

Tonnage sold Not stated 3,009,632 Not stated Not stated

Net sales \$20,984,483 \$15,235,910 \$12,339,252 \$11,844,723

Cost of sales (incl. oper. exp. and depreciation) 18,373,810 14,314,536 11,058,146

Gen. exp., incl. allow. for doubtful accts. & taxes \*1,431,545 Not stated

Net profits \$1,179,128 \$921,374 \$786,577

Other income 270,705 368,410 13,094

Total income \$1,449,833 \$1,289,784 \$678,810 \$799,671

Prof. (cash) divs. (7%) \$114,319 \$120,000 \$127,156 \$133,777

Common (cash) divs. (6%) 418,394 (5)275,000 (5)275,000

Common (stock) divs. (4%) 271,300

Balance, surplus \$645,820 \$894,784 \$276,654 \$390,894

\* Includes war excess profits and income taxes, \$406,043. x Approx.

**CONSOL. BALANCE SHEET MAR. 31 (Incl. N. Y. and N. J. Cos.).**

1918. 1917. 1918. 1917.

Assets \$ \$ Liabilities \$ \$

Real est., bldgs., equipment, &c. 2,284,763 2,898,212 Preferred stock 1,532,200 1,699,900

Leases, contracts and good-will 4,887,470 4,887,470 Common stock 7,146,300 5,500,000

Invest. in Burns Bros. Ice Corp. 165,001 Purch. mon. oblig. 461,500 167,975

Miscellaneous 50,962 12,911 Accts. payable 1,768,344 1,600,799

Liberty bonds 588,931 Res. for war excess profits and Fed. income taxes 29,980 39,803

Cash 1,189,991 400,092 Reserves 19,471 18,344

Notes & accts. rec. 3,578,609 3,351,879 Surp. for retiret. of pref. stk. & divs. 654,250 561,250

Invent. (at cost) 791,445 515,764 Profit and loss 1,951,334 1,470,735

Deferred assets 179,909 202,481

Total 14,022,081 12,433,810 Total 14,022,081 12,433,810

a After deducting in 1918 \$103,410 allowance for depreciation. b After deducting \$126,000 notes payable. c After deducting \$93,000 appropriated for retirement of pref. stock and dividends and \$72,221 charges not applicable to operations of year.

Accumulated undeclared dividends on the pref. stock amounted to \$17,837 on Mar. 31 1918.—V. 106, p. 1580, 717.

**Kennecott Copper Corporation.**

(Third Annual Report—Year ending Dec. 31 1917.)

Pres. Stephen Birch, N. Y., April 26, wrote in substance:

**Operations.**—Ore was mined from our mines at Kennecott and Latouche during 1917 as follows:

Assay Tons Dry Tons % Copper Copper Content.

Kennecott 265,579 13.76 36,593.1

Latouche 273,523 2.44 6,674.0

From the above tonnage mined, 138,940 tons, containing 40,276.7 net tons, or 80,553,400 lbs. of copper, were shipped to smelter, divided as follows:

Assay Tons Dry Tons % Copper Copper Content.

Kennecott 89,799 38.57 34,635.2

Latouche 49,141 11.43 5,641.5

Comparison of the copper content of the ore mined with the content of the products shipped gives a metallurgical efficiency of 94.65% at the Kennecott plant. A similar comparison at Latouche gives 84.53%. Combining results at the two plants the over all efficiency was 93.1%. In other words, plant losses represented but 6.9% of the total copper content.

**Milling and Leaching.**—During the year 206,253 dry tons of ore, averaging 8.92% copper, were treated at the Kennecott mill. This tonnage of ore yielded 29,559 tons of concentrates of an average grade of 53.52% copper. The recovery was 85.98%. At the ammonia leaching plant at Kennecott a total of 98,075 dry tons of mill tailings, containing an average of .90%, or 18 pounds of copper in the carbonate form, were treated with a resultant recovery of 1,244,200 pounds of copper. The total average milling recovery for the year, incl. leaching plant operations, was 89.4%.

At Latouche there were milled during the year 253,805 dry tons of ore averaging 2.06% copper. Concentrates produced amounted to 29,423 dry tons, containing 14.20% copper. The recovery for the year was 80.28%.

**Development.**—Development for the year totaled 10,770 feet of drifts, cross-cuts, shafts and raises at Kennecott and 5,320 feet at Latouche. In spite of the suspension of all development work during the summer months, due to labor conditions, and a further curtailment later in the year because of power shortage, the copper developed equalled that extracted during the year. A total of 14,419 feet of diamond drill exploration was also done at the combined properties with gratifying results.

**Labor.**—On June 16 the men employed at the Bonanza and Jumbo mines at Kennecott, Alaska, went out on strike for an increase in wages, with abandonment of the existing "bonus" provision. By the end of July some 200 men, most of them unskilled in mining work, had been brought in from Cordova and Anchorage, and the strike was broken. On Aug. 2 the strike was declared off and conditions gradually improved, although the average efficiency was still below normal at the end of the year. No such serious situation occurred at Latouche, but the shortage of labor, particularly skilled labor, was also felt at this point.

**Manufacturing Cost.**—There was received at smelter during the year, after allowing for smelter deductions, 78,211,429 lbs. of deliverable refined copper and 933,573 oz. of silver. Of these receipts 56,904,650 lbs. of copper and 681,641 oz. of silver were settled for during the year and taken into profit and loss, leaving 21,306,779 lbs. of copper and 251,932 oz. of silver unsettled for Dec. 31 1917, inventoried at cost of production. The increased cost of all material and supplies, the higher wage scale and decreased efficiency in labor have all had a marked effect on the manufacturing costs of production. On the other hand, due to Governmental action in fixing the price of copper at 23 1/4c., the corporation was unable to realize a price for its product commensurate with the advanced costs.

**Dividends Paid—Capital Requirements.**—On March 31 1917, June 30 1917 and Sept. 29 1917 distributions to stockholders amounting to \$1 per share each were made. A special dividend of 20c. per share was paid July 25 1917. Owing primarily to the great advance in prices of all material and equipment, and in a lesser degree to increased ocean freights to Chile, it is probable that the Braden Company, before completion of the 10,000-ton plant, will be in need of funds beyond current earnings and finances in hand. The advisability of this corporation conserving, to a degree, its cash to meet this contingency, the constantly increasing costs in the properties in Alaska, the large amount of cash needed to care for Federal income and excess profits taxes and the general uncertainties of the future, all led your directors to believe that an especially conservative dividend policy should be pursued, and to that end declared a distribution for the quarter ended Dec. 31 1917 of \$1 per share.

**Note Issue.**—On March 21 1917 the corporation issued \$16,000,000 short-term notes in order to finance the purchase of additional shares of the stock of the Utah Copper Co. Of this amount \$7,150,000 had been retired, leaving \$8,850,000 out at Dec. 31 1917 (V. 104, p. 1148; V. 105, p. 1621).

**Stock Acquisition.**—During the year 182,000 shares of Utah Copper Co. stock were purchased, making our total holdings 616,504 shares out of a total of 1,624,490 shares outstanding (V. 104, p. 1148; V. 106, p. 1904).

There were also acquired during the year 1,041 additional shares of Braden Copper Mines Co. stock through the issuance of Kennecott Copper Corporation stock in exchange therefor at the rate of 1 share of Kennecott stock for 3 1/4 shares of Braden stock. The corporation owned Dec. 31 1917 2,565,691 shares out of a total outstanding issue of 2,590,706 shares.

**Alaska Steamship Co.**—Net earnings for the year, after depreciation of vessels and deduction of taxes and all other charges, amounted to \$743,023. Quarterly dividends of 1 1/4% each were paid and in addition a special dividend of 2% was declared and paid in December, making total 8%.

Effective Oct. 15 1917, eight of the vessels were requisitioned by the U. S. Government and have since been operated by the company for Government account. On Nov. 18 1917 SS. Mariposa, southbound, struck a reef and as a total loss was abandoned to underwriters.

**Copper River & Northwestern Ry. Co.**—Operating income \$1,210,304

**KENNECOTT COPPER CORPORATION—INCOME ACCOUNT.**

Years ending Dec. 31—May 27 15 to 1917. 1916. Dec. 31 15.

Copper produced (lbs.) 56,904,650 108,372,785 57,555,183

Average per lb. 27.015 cts. 25.88 cts. 17.996 cts.

Silver produced (oz.) 681,641 1,101,733 591,592

Average per oz. 95.848 cts. 64.486 cts. 50.557 cts.

**Income Account—**

Copper revenues \$15,372,765 \$28,042,396 \$10,357,706

Silver revenues 653,340 710,461 299,142

**Total revenues** \$16,026,105 \$28,752,857 \$10,656,848

**Expenses—**

Mining and milling \$1,317,500 \$1,595,452 \$687,979

Freight to smelter 1,574,771 2,695,573 1,257,863

Smelting and refining 864,657 1,506,522 785,757

Selling commission 158,635 287,066 108,287

Marine insurance 97,044 159,451 55,890

General expense 196,302 48,275 32,179

**Total expenses** \$4,208,909 \$6,292,339 \$2,924,954

Net earnings \$11,817,196 \$22,460,518 \$7,731,893

Dividends from Utah Copper Co. 7,147,801 4,854,048 -----

Dividends from Alaska SS. Co. 190,833 941,858 -----

Interest, discount, &c. 118,635 216,266 deb. 29,106

Income from mines 9,016 79,917 6,717

**Gross income** \$19,283,481 \$28,552,607 \$7,709,504

**Deductions—**

Bond interest \$300 \$350,000

Int. and commission on notes payable 734,316 -----

Accrued taxes 584,263 580,265 185,707

Administration expenses 87,419 -----

Depreciation 353,446 222,909 600,000

Depletion account For divs. on capital distribution (\$2) 5,574,056 -----

Other depletion 491,980 11,552,539 -----

Dividends (cash) 10,311,665 15,320,283 -----

Per share (cash) dividends paid (\$3.70) (\$5.50) -----

**Total deductions** \$18,049,726 \$27,763,715 \$1,135,707

Balance, surplus \$1,233,755 \$788,892 \$6,573,797

x Operating revenues from deliveries of metals produced during the year and adjustment on deliveries of 1916 production.

**INCOME ACCOUNT OF SUBSIDIARY COMPANIES FOR CAL. YEARS.**

Alaska SS. Co. 1916. aCopper Rr. & N. W. Ry. 1916.

Gross earnings \$4,018,667 \$3,816,087 \$2,496,670 \$2,911,207

Oper. expenses & taxes 3,039,143 2,449,420 1,286,366 1,142,536

Net earnings \$979,524 \$1,366,667 \$1,210,304 \$1,768,670

Depreciation 236,501 \$155,345 -----

Dividends (8%) 360,000 \$240,000 -----

**Balance, surplus** \$383,023 \$971,322 -----

\* On Dec. 30 1915 paid an extra stock dividend of 50%. \$1,500,000.

a This company on Dec. 31 1917 has outstanding \$23,020,000 1st M. bds.

For Braden Copper Mines Co. see separate statement herewith.

**KENNECOTT COPPER CORPORATION—BALANCE SHEET DEC. 31.**

1917. 1916. 1917. 1916.

Assets \$ \$ Liabilities \$ \$

Mining property\*27,002,050 17,578,355 Stock (outstanding in 1917, 2,787,027 shares without par or nominal value);

Construction & equipment 11,625,555 1,071,160 stated capital 15,000,000 15,000,000

Investments 102,568,396 84,866,252 Capital sur.p. 86,703,085 86,637,146

Metals on hand & in transit at cost 1,619,441 9,648,513 Property sur.p. 21,421,922

Ore and concentrates(at cost) 112,292 137,089 Notes payable 8,850,000 -----

Mater'l on hand and in transit 766,030 438,397 Acc'ts payable 187,197 162,830

Acc'ts collectible 3,342,400 1,893,105 Acer. int. & taxes 668,846 624,108

Deferred acc'ts 56,483 30,073 Deferred liability 61,716

Market'le secur. 1,359,236 2,970,000 Treat't, refining & deliv. charges

Cash 4,024,915 4,117,934 (not due) 590,660 924,154

Develop't, res've 396,927 437,411

Undiv. prof.(aft. depletion) 8,596,444 z18,915,228

Total 142,476,797 122,750,877 Total 142,476,797 122,750,877

\* In 1917 net book value after depletion deduction. h After deducting in 1917 \$745,694 depreciation. x Includes in 1917 616,504 shs. Utah Copper Co. stock, valued at \$51,994,081; 2,565,691 shs. Braden Copper Mines Co. par \$10, \$39,472,813; \$23,020,000 par C. R. & N. W. Ry. Co. bonds, \$8,653,608; 48,174 shs. C. R. & N. W. Ry. Co. stock, \$123,854 1/2 shs.; Alaska SS. Co. stock, \$2,385,412; 500 shs. Katalia Co. stock, \$57,459, and 10 shs. Alaska Devel. & Mineral Co. stock, \$5,021. y Property surplus from mining property acquired less capital distribution. z Before deducting in 1916 \$11,552,539 depletion.—V. 104, p. 1148, 955.

**Pierce Oil Corporation (of Va.), New York.**

(Fourth Annual Report

**Marketing Facilities.**—The corporation purchased 327 new steel under-frame tank cars and 74 auto trucks and automobiles, and the association purchased 154 new steel underframe tank cars, and made material additions to its auto truck and automobile equipment. Horse drawn equipment, &c., were also added to.

**Marine Department.**—Our tank steamer Eupion was continuously in service between our refineries and the United Kingdom. Tank steamers Mexicano and Pennant were taken under the control of the U. S. Government, but have been continued in our service. Our schooner El Gallo was wrecked near Tampico, Mexico, but the insurance covered the full value. The motor ship Solarina was purchased and placed in service between the Tampico, Mexico, refinery and our agencies on the Gulf Coast.

**Mexico.**—During the year our business in the Republic of Mexico steadily improved in volume and profits. All sales were made on a cash gold and silver basis. Because of the shortage of locomotives and box cars the Constitutional railway was unable to handle all of our rail shipments from the Tampico refinery; therefore the corporation leased 2 locomotives and 46 box cars and purchased 12 additional box cars, which together with our tank car equipment in Mexico meet all present requirements.

**Pipe-Lines.**—The capacity of Tiger pumping station on our (8-inch) pipe-line between the Sand Springs, Oklahoma, Refinery and the Cushing field, Okla. (about 38 miles) was increased by the installation of new pumps. The Pierce pipe-line (8-inch) connecting the association's Fort Worth (Texas) refinery, with the Healdton, Okla., field (about 100 miles) was completed in Dec. 1917 and since then has been in successful operation. Additional gathering lines were installed.

**Earnings.**—The combined trading profits of the Pierce Oil Corp. and the Pierce Fordyce Oil Association for the year 1917 were \$3,954,771, an increase of \$317,262 over the calendar year 1916.

#### COMBINED PROFIT AND LOSS ACCOUNT FOR CALENDAR YEARS. (Including Pierce Oil Corporation and Pierce Fordyce Oil Ass'n and Subsidiary Co's.)

	Pierce Oil Corp'n	Pierce-F. Oil Ass'n	Total All Co's	
	1917.	1916.	1917.	1916.
x Trading Profits	\$ 8	\$ 8	\$ 8	\$ 8
United States	2,183,984	1,717,408	1,013,736	1,243,480
Mexico	757,050	676,621	757,050	676,621
	2,941,034	2,394,028	1,013,736	1,243,480
Int. earned, &c.	91,588	96,295	36,969	29,456
Flood loss res. restored	-----	25,715	-----	25,715
Total income	3,032,622	2,490,323	1,076,421	1,272,936
Deductions	-----	-----	-----	-----
Int. on floating debt	170,699	53,116	109,770	88,626
Bad debts	82,118	60,491	27,190	34,598
Other charges	242,856	135,660	19,799	56,051
Net income	2,536,949	2,236,056	919,661	1,093,661
Profit & Loss Charges	-----	-----	-----	-----
Bond deb. & note int.	717,968	733,103	-----	717,968
y Depreciation, &c.	701,262	76,174	232,183	15,129
Federal taxes (est.)	60,000	33,000	120,000	21,234
Federal taxes of previous years, adjus.	12,858	-----	2,851	-----
Total deductions	1,492,088	842,278	355,034	36,363
Net surplus	1,044,861	1,393,778	564,628	1,057,298
Surplus Jan. 1 1917	1,800,502	-----	1,600,490	2,451,076
Surplus Dec. 31 1917	2,845,363	-----	-----	-----

x Sales less producing and marketing expenses. y Depreciation of capital and working assets include depletion of oil leases.

#### CONSOLIDATED BALANCE SHEET, DEC. 31 1917. (Incl. Pierce Oil Corp. and Pierce Fordyce Oil Assn. and Sub. Cos.)

Assets (Total \$46,753,664)				
Oil lands, leaseholds and development, pipe lines, &c. (incl. the capital stock and advances to Mexican Fuel Co. and Mid West Producing Co.)	-----	-----	-----	-----
Real estate occupied by refineries and distributing stations	-----	-----	-----	-----
Buildings, plant and equipment	-----	-----	7,903,874	-----
Cash, \$869,526; notes and accounts receivable, \$2,639,766; total	-----	-----	3,509,292	-----
Inventories of merchandise, materials and supplies	-----	-----	5,265,825	-----
Tank steamers and barges, \$1,790,476; tank cars, \$1,991,022; total	-----	-----	3,781,498	-----
Stable and garage equip., \$273,455; iron barrels & drums, \$409,238; drilling tools, &c., \$61,105	-----	-----	743,797	-----
Prepaid interest, insur., &c. \$394,003; miscell. investments, \$38,109; total	-----	-----	432,112	-----
Liabilities (Total \$46,753,664)	-----	-----	-----	-----
Capital stock—Auth. 1,320,000 shares of \$25 each, \$33,000,000, less \$10,000,000 held for conversion of 10 yr. 6% debentures, \$2,500,000 for 5 yr. 6% convertible notes and \$3,014,256 unissued; balance	-----	-----	17,485,750	-----
Capital stock of sub. cos.—3,645 shares of beneficial interest of Pierce Fordyce Oil Assn., which have option of redemption at 106 in notes and cash or capital stock of a par value of 6% convertible sinking fund debentures payable at 105 of face value July 1 1924	-----	911,250	9,523,000	-----
6% 5-year convertible gold notes due Dec. 31 1920	-----	2,000,000	975,871	-----
Car purchase obligations deferred	-----	1,000,000	1,000,000	-----
Pipe line construction loan	-----	-----	5,353,814	-----
Notes payable, secured and unsecured, \$2,741,412; accounts payable and accrued items, \$2,612,402	-----	180,000	180,000	-----
Estimated Federal taxes	-----	630,418	630,418	-----
Steamship obligations	-----	-----	-----	-----
Surplus—Capital surplus, \$5,848,198; surplus as per income account of Pierce Oil Co. above, \$2,845,363; total	-----	8,693,561	-----	-----
Contingent liabilities—Litigation pending, \$50,000.—V. 106, p. 2014, 1905, 196.	-----	-----	-----	-----

#### Braden Copper Mines Co.—Braden Copper Co.

(Third Annual Report—Year ending Dec. 31 1917.)

Pres. William C. Potter, N. Y., April 26, wrote in subst.: Revised calculations of the ore reserves as of Dec. 31 1917, made by Fred Hellman, our consulting mining engineer, show the following tonnages of ore developed and partially developed in the property:

149,192,000 tons of positive ore of an average grade of 2.42% copper  
90,000,000 tons of probable ore of an average grade of 1.88% copper

239,192,000 tons of an average grade of 2.21% copper

The net addition to total reserves over the last previous estimate, made Nov. 17 1916 after allowing for 2,070,000 tons of ore mined and milled during the period, was 19,512,000 tons of ore and a corresponding increase in copper contents of 478,926 tons. The net addition to "positive ore" was 17,512,000 tons and to "probable ore" 2,000,000 tons.

#### Summary of Operations of the Braden Copper Co. for Year 1917.

	1st	2d	3d	4th	12 Mths.
Tons blister copper produced	7,094	8,427	7,956	8,410	31,887
Quar.	Quar.	Quar.	Quar.	Quar.	1917.
Dry tons ore treated	418,411	449,137	438,599	493,547	1,799,694
Daily average	4,649	4,936	4,767	5,365	4,931
Per cent Cu. in ore treated	2.308	2.417	2.260	2.291	2.319
Dry tons concentrates prod.	36,233	41,412	38,844	42,318	158,807
Per cent net copper saving	77.26	78.08	77.08	74.24	76.61
—In common with copper producers operating in the U. S. the manufacturing cost of producing copper was materially increased during 1917.	-----	-----	-----	-----	-----
As of Dec. 31 1917 the Braden Copper Mines Co. had called for redemption \$1,027,000 of its 15-year 6% sinking fund gold bonds. In addition to these the treasury holds \$21,000 bonds, leaving \$13,952,000 outstanding.	-----	-----	-----	-----	-----
Delayed deliveries in construction material, machinery and supplies, due largely to precedence being given by manufacturers to Government contracts, and lack of ocean tonnage to transport the freight to Chile, have greatly retarded work of increasing the plant to a 10,000-ton per day capacity, and because of this and the increased cost of labor, material and freight charges beyond anticipation the company will probably be obliged to secure additional funds, as funds in hand and current earnings will be insufficient to complete the plant as originally contemplated.	-----	-----	-----	-----	-----

#### Condensed Extracts from Report of Gen. Mgr. Sorensen, Feb. 18 1918.

**Operation.**—At the mine development has continued to give very satisfactory results. With the splendid tonnage of ore already assured the policy pursued has been not to spend money in proving up more ore, but to confine development expenditure to the workings necessary to get at and prepare the known ore body for stopping and caving operations.

**Amount of Development Workings on the Two Main Divisions of the Mine**

	Teniente	Fortuna	Total
Feet, No.	1917. To Date. 31,135	1917. To Date. 96,195	1917. To Date. 11,888 130,963 43,003 227,158

The average grade of ore shipped from the mine was 2.31% copper from Teniente, being 3.07%, and from the Fortuna workings 2.11%. All of the former was clean ore from stopes with a little from development faces.

**Construction.**—The most important item in the way of construction at the mine outside of development work such as the new main shaft for Teniente, is the big underground compressor room, which when completed will become the central power house for the mine. By Dec. 31 the excavation was 90% complete; the roof was 82% concreted and the walls and craneway 5% complete. The new electric railroad tunnel is the next big item. A short temporary connection between the new and the old electric railways near the mill end is well along and the whole will be ready for emergency use in March. A new 45-ton incline railway was designed, materials ordered and construction work well under way for connecting lower level, main line railroad at Sewell, to upper level. Designs were completed for crushing and milling at Sewell, materials and equipment ordered and construction work started. For the smelting and melting plant at Calletones designs were about 80% complete and a great portion of the materials ordered and construction work started. Designs were completed and order placed for 5-mile aerial tramway for handling concentrates from Sewell to Calletones. The Coya power station has been enlarged and a new 4,000 k.w. unit added; also a new transmission line between Coya and Sewell. A new 12,000 k.w. hydro-electric development was designed and construction work well under way at Pangal.

**Mining Claims Now Owned.**—(1) No. of claims: (a) Taken up 1917, 274; (b) total number of claims, 469. (2) Number of acres: (a) 1917, 3,385.2; (b) total number of acres, 6,008.2.

#### COMBINED INCOME ACCOUNT FOR YEARS ENDING DEC. 31.

(Including Braden Copper Mines Co. and Braden Copper Co.)

	1917.	1916.	1915.
Copper produced (lbs.)	41,010,502	42,153,270	36,397,398
Average per pound	31.80 cts.	30.00 cts.	15.968 cts.
Copper revenues	\$13,041,925	\$12,648,111	\$5,812,245
Operating costs	\$3,130,765	\$3,383,706	\$2,740,944
Delivery, &c., expenses	3,445,612	1,544,950	574,812
Administration expenses	123,349	129,000	81,250
Net profit	\$6,342,199	\$7,590,456	\$2,415,239
Miscellaneous income	876,937	385,095	61,055
Total income	\$7,219,136	\$7,975,551	\$2,476,294
Int. on Braden Cop. Min. Co. bonds	\$859,038	\$857,272	\$828,518
Taxes, &c.	251,711	172,514	-----
Depreciation	619,475	658,331	-----
Plant abandoned, &c.	1,182,746	927,958	-----
Depletion of ore reserves	1,327,207	y	-----
Miscellaneous	115,847	79,400	-----
Reserve fund for Chilean Government	200,000	-----	-----
Total deductions	\$4,356,025	\$2,895,475	\$828,518
Balance, surplus	\$2,863,111	\$5,080,076	\$1,047,776

x Operating revenue from deliveries on copper produced during the year and adjustment on deliveries of 1916 production. y Depletion to Dec. 31 1916, \$4,393,060.

#### BRADEN COP. MINES CO.—BRADEN COP. CO. BAL. SHEET DEC. 31.

Assets	1917.	1916.	1917.	1916.
Property	6,304,518	6,225,888	Cap. stock (B. C. M. Co.) par \$10	12,953,530
Construction, &c. x 15,025,333	10,548,405	10,548,405	12,953,530	
Int. in steamships	426,665	811,280	Bonds do	13,973,000
Deferred charges	3,795,584	3,339,301	Accounts payable	2,058,614
Undistr. items in transit	1,706,505	1,208,360	Drafts payable	2,696,761
Supplied & mdse.	6,135,896	3,619,140	Acre. freight, &c., on copper	1,503,072
Cop. &c., on hand	3,469,700	4,626,634	417,777	
Treasury bonds	20,475	490,400	Accrued bond int.	349,325
Notes & accounts collectible	337,501	73,460	Deferred credits	178,202
Cash in banks, &c.	4,522,696	720,272	Reserve fund	38,768
Other cash	2,211	2,090	Welfare reserve	200,000
Certif. of deposit	-----	3,855,000	tax	191,878
Marketable secur.	-----	1,980,000	Depletion reserve	5,720,267
Total				

## GENERAL INVESTMENT NEWS.

## RAILROADS, INCLUDING ELECTRIC ROADS.

Atlantic City & Shore RR.—*Fare Increase.*

The New Jersey P. U. Commission has granted this company an increase in fares, the rate between Atlantic City and Pleasantville being increased 2 cents and other zones being affected at the rate of 1 cent for every fare collected. The company will continue to sell strip tickets at six for 60 cents.—V. 101, p. 1884, 1806.

Binghamton (N. Y.) Ry. Co.—*Wage Increase.*

This company has announced an increase of 2 cents per hour in wages.—V. 100, p. 980.

Boston Revere Beach & Lynn (Mass.) RR.—*Fare Sched.*

This company has filed schedules with the Massachusetts P. S. Commission announcing its intention to raise fares all over its system to 7 cents.—V. 106, p. 497.

Brooklyn Rapid Transit Co.—*Need of Fare Increase.*

Stating that he believed a 6-cent fare would be established, Pres. Timothy S. Williams is quoted as saying: "It looks as though it would have to come. The cost of railroad operation is increasing so rapidly that some relief will be necessary. This fact is being generally recognized everywhere."

Recent incidents show that business communities are coming to recognize the necessity of giving electric railways sufficient revenue to enable them to supply the service which the needs of business, increased by the nation's war program, demands. One is a petition to the Mayor of the city of Rochester, signed by practically every important manufacturer in the city, asking that the New York State railways be permitted to charge a 6-cent fare.

Among the principal cities where the 6-cent fare is or will be in force on June 1, it is stated, are: St. Louis, Pittsburgh, Portland, Ore., New Haven, Fall River, Lowell, Bridgeport, Hartford, Reading, New Bedford, Lynn, Lawrence, Waterbury, Wilkesbarre, Erie, Brockton, Haverhill, New Britain, Salem, Lexington, Ky., Meriden, Nashua, Norwalk, Middletown, Conn., Pottsville, Pa., Rutland, Vt., and Dover, N. H.—V. 106, p. 2010, 1900.

Carolina Power & Light Co., Raleigh, &c., N. C.— (Incl. Yadkin River Power Co. and Asheville Pow. & Light Co.)			
Calendar Years—	1917.	1916.	1915.
Gross earnings.....	\$1,826,303	\$1,474,948	\$1,363,693
Net earnings, after taxes, &c.....	\$914,029	\$796,074	\$696,348
Int. on bonds (\$394,368 in 1917), &c.....	429,057	444,319	418,901
Dividends on preferred stock.....	187,776	121,678	91,591
Dividends on common stock.....	93,495	21,750	
Depreciation.....	120,000	120,000	85,000
Balance, surplus, for year.....	\$83,701	\$88,327	\$100,856

The consolidated statement as shown above includes the earnings and expenses of the Carolina Gas & Electric Co. for the last six months of 1917 only, the period during which the company's stock was owned by the Yadkin River Power Co.—V. 106, p. 818.

Chesapeake & Ohio Ry.—*Acquisition of Controlled Roads.*

The shareholders on May 3 adopted the proposition to take over the property and franchises of seven subsidiary corporations, notably Kanawha Bridge & Terminal Co. and Chesapeake & Ohio Northern Ry. Co. Compare V. 106, p. 2004, 1911, 1892, 1796, 1343.

Chicago & North Western RR.—*Chairman.*

Marvin Hughitt, who recently resigned as Chairman (compare V. 106, p. 1577), has been re-elected to that office.—V. 106, p. 1688.

Chicago Rapid Transit Plans.—*Tentative Valuation, &c.*

The sub-committee on transportation of the Chicago City Council which is considering plans for the consolidation of the surface and elevated lines and a subway system, has arrived at an estimate of \$220,000,000 as the actual value of the surface and elevated properties.

*Proposed Ordinance Provisions.*—The aforesaid sub-committee has directed the preparation of an ordinance embodying the following franchise and financial provisions as reported in the Chicago press, with reference to unification:

*Franchise Provisions.*—The proposed unified corporation to be given a franchise for thirty years, subject to the following restrictions:

- (a) The city to be given the right to take over the lines within the life of the franchise, provided it has the funds.
- (b) City may designate a licensee to operate the lines at the expiration of the franchise.
- (c) City may take possession of the lines at expiration of the franchise, subject to the outstanding indebtedness.
- (d) Provided neither of the above is invoked the companies are to operate without profit and to pay only operating expenses and interest on securities.

*Fares.*—The rate of fare to be 5 cents, with transfer charge not to exceed 2 cents between surface and rapid transit lines. Increases in fare and transfer charge to be authorized when necessary.

*Board of Control.*—A body similar to the State P. U. Commission and having similar power over Chicago traction lines to be created and called the Board of Regulation and Control. Appointment to the board to be made by the City Council.

*Return.*—The company to be allowed a maximum return of 6% on the initial purchase price, and, if earned, an additional amount ranging from two-tenths to five-tenths of 1% on gross receipts. Earnings above these to go in the traction funds.

Company to be relieved of non-transportation charges, such as cleaning and sprinkling rights of way and contributing to the cost of paving streets on which it operates, only when necessary to guard against an increase in transfer charges or a raise in the rate of fare.

*City's Return.*—City's traction fund be given same rate of return as companies' new money.

Company to be allowed a return on new money only at cost.

*Guarantee—Refunding.*—Companies to be guaranteed 6% on initial capital plus the actual cost of refunding outstanding bonds, in no event to exceed 5%. Cost of refunding to be governed by Board of Regulation and Control.

*Transfer Charge.*—Board to be empowered to reduce transfer charge.

The physical features of the proposed plan, it is stated, have been tentatively adopted. They embody subway routes, new elevated lines and extensions. [It is reported that the transit lines are not in accord with the financial provisions as noted above.] Compare V. 103, p. 2237, 2428; V. 104, p. 559; V. 106, p. 1344.

Chicago Union Station Co.—*Construction.*

See Chicago Burlington & Quincy RR. under "Annual Reports" above.—V. 106, p. 1796.

Cincinnati & Dayton Traction Co.—*Reorg. Status.*

We are informed authoritatively as follows:

The reorganization of the Cincinnati Dayton & Toledo is not completed. The Cincinnati & Dayton Traction Co. has been reorganized and a first mortgage bond has been authorized. It is the expectation of the reorg. committee to exchange these bonds for various underlying issues now out.

A bondholders' committee has been appointed by the Cincinnati & Hamilton 6% bondholders and also a committee has just been appointed by the Southern Ohio Traction bondholders.

At a recent meeting with the Cincinnati & Hamilton bondholders nothing could be done until the Southern Ohio committee had been appointed and some action taken by them, as the Cincinnati & Hamilton bonds are underlying to the Southern Ohio.—V. 106, p. 1900, 295.

Cincinnati Traction Co.—*Negotiations for New Franchise Ordinance Follow Decision of Ohio Supreme Court Holding Illegal Leading Features of Franchise of 1917.*

The Ohio Supreme Court on March 15 handed down a decision holding legal certain essential provisions of the Rapid Transit ordinance adopted

by the electors of Cincinnati on April 17 1917, as based on the city's proposition of Dec. 17 1916 (V. 106, p. 72). This ordinance modified the company's 50-year franchise, granted in 1896, as permitted at 20 and 35-year periods, and while granting a retention of the 5-cent fare and universal transfer over the system as then to be enlarged by the 15½ miles of rapid transit loop, which the city agreed to build at an estimated cost of \$6,000,000, gave the company a lease of said loop for operation in connection with its own surface lines.

The new ordinance further provided that before the city should get any portion of the earnings of the entire system as rental for the loop, the company would have a prior cumulative claim on earnings to cover: (a) All operating expenses, taxes (except city's franchise tax) and depreciation; (b) rentals for leased lines; (c) interest and sinking funds on bonds and notes; (d) interest and sinking fund on new capital; (e) an amount substantially equal to 6% on the agreed valuation, less amount represented by bonds and notes and securities of underlying companies.

This provision, which is in substance identical with the provisions of other recent co-operative traction agreements, notably that of Philadelphia, was declared by the Court to be a pledging of the city's credit in violation of Sec. 6, Article 8, of the Ohio State constitution, "which prohibits a city by vote of its citizens or otherwise from raising money for or loaning its credit to or in aid of any company, corporation or association."

Conferences were begun on May 11 by interests representing the city, looking to a revision of the franchise. Councilman Michael Mullen remarked that while the building of the loop might be postponed until after the war, it was incumbent to proceed with the necessary legislation at this time. Among those present at the meeting were Mayor Galvin, Service Director Hornberger, Director of Street Railroads W. C. Culkins, City Solicitor Saul Zielonka and Councilman George Schlichte, Sliff E. Martin, Charles O. Rose and A. I. Murdock.

The "Cincinnati Enquirer" of May 12 says: "That the Rapid Transit Commission seeks to refrain from participation in negotiations looking to a revision of the franchise was indicated yesterday when its representatives on the Conference Committee, E. W. Edwards and Chris Schott, failed to attend the first public hearing of the Council Committee on Street Railroads. Messrs. Edwards and Schott previously had said that the revision of the franchise ordinance should not be coupled with an agreement relative to the lease of the proposed rapid transit loop, and their opinion was concurred in by the other three members of the Commission at a recent meeting."—V. 104, p. 72.

Colorado & Southern Lines.—*Earnings.*

See Chicago Burlington & Quincy RR. under "Annual Reports" above.—V. 106, p. 1126, 709.

Commonwealth Pow., Ry. & Lt. Co.—*Sub. Co. Fares.*

See Manistee (Mich.) Railways.—V. 106, p. 1796, 1580.

Denver & Rio Grande RR.—*Payment of Overdue Coupons Expected Shortly—Negotiations Pending.*

Arrangements are understood to have been practically completed for the payment of the following coupons in accordance with the plan approved by the U. S. Circuit Court at Omaha May 10, viz.: Denver & Rio Grande RR. coupons due Feb. 1 on First & Ref.

Mtge. 5s, bonds outstanding..... \$32,922,000

Rio Grande Western Ry. coupons due April 1 on 1st Consol. 4s, bonds outstanding..... 15,080,000

D. & R. G. coupons due June 1 on Impt. Mtge. 5s, bonds outst..... 8,335,000

Rio Grande Jct. coup. due June 1 on 1st M. 5s, bonds outst..... 2,000,000

The following also is understood to be substantially correct, though negotiations are still pending with the authorities at Washington:

The payment was assured by an advance of \$1,500,000 by the Railroad Administration on account of the first quarter's rental by the Equitable Trust Co.'s purchase of \$1,800,000 Treasury assets and by the \$625,000 cash in the company's treasury. It was made possible by the acceptance by Federal judges of a financial plan worked out by the Western Pacific RR. and the Equitable Trust Co.

Judges Sanborn and Lewis, presiding over the U. S. Circuit Court at Omaha, held that the plan was constructive despite the opposition by dominating interests in the Denver road, who thought it would be better to invest the money to be provided by the plan in the property rather than to pay it out for bond interest and for liquidation of unsecured claims. The plan as approved by the Federal Judges calls for the wiping out of \$4,500,000 obligations of the road and thereby of taking care of all obligations up to and including June 1 except the judgment of the Equitable Trust Co., amounting now, with interest, to about \$37,000,000.

Under the terms of the plan the Railroad Administration agrees to advance \$1,500,000 on account of Rio Grande rental for the first three months of 1918, which on the basis of the three-year standard return suggested by President Wilson would be approximately \$2,100,000. Of the total amount to be raised the Equitable Trust Co. is advancing approximately \$1,800,000 and is thereby releasing its claim to a like amount in the event of the dissolution of the Denver & Rio Grande and the distribution of its assets.

The Equitable Trust Co. under the terms of the plan will purchase certain treasury securities of the Rio Grande which consists at present of Liberty bonds and Utah Fuel bonds. The road has in its treasury also in the neighborhood of \$625,000 cash, which is released by the order of the Court to be placed in the general fund provided by the plan. There is also on deposit with the trustee for the various issues of Rio Grande bonds in the neighborhood of \$900,000 which is to be used toward the payment of coupons already matured. The carrying out of the plan is approved by the Court not only clears up the secured obligations of the road up to and including June 1, but takes care of \$900,000 unsecured claims in addition. ("New York Sun," May 14.)—V. 106, p. 2010, 1461.

Detroit Grand Haven & Milwaukee Ry.—*Earnings.*

See Grand Trunk Ry. under "Annual Reports" above.—V. 96, p. 789.

Eastern Wisconsin Electric Co.—*Rate Increase.*

The Wisconsin RR. Commission has granted this company permission to make a surcharge of ½ cent per k. w. h. on all lighting and power business, effective May 1. V. 106, p. 1688, 924.

Fonda Johnstown & Gloversville RR.—*Report.*

Calendar Years—	Gross Earnings.	Net (aft. Taxes).	Other Income.	Rents, &c.	Interest, (6%).	Pref. Dts.	Balance.
1917.....	\$1,064,318	\$421,687	\$23,780	\$392,852	\$30,000	\$22,615	
1916.....	999,967	437,985	32,231	395,999	30,000	44,217	

—V. 106, p. 709, 607.

Freight Rates.—*Proposed Increases on Railroads.*

See previous pages in this issue.—V. 106, p. 1900, 1344.

Grand Trunk Ry.—*Canadian Government Contemplates Taking Over Grand Trunk and Grand Trunk Pacific-Report.*

A press dispatch from Ottawa on the 15th inst. stated that Premier Borden on that day announced in the House of Commons that negotiations were under way for the acquisition by the Canadian Government of the Grand Trunk and the Grand Trunk Pacific railways. The Premier, according to the dispatch, said in substance:

The Grand Trunk Pacific is a national enterprise to which the credit of the Canadian people has been committed, and, in my judgment, it is expedient to maintain it and not permit it to go into liquidation. The taking over of the Grand Trunk Pacific practically involves the taking over of the Grand Trunk as well.

Confidential negotiations have been opened with the Grand Trunk Ry. We made what we regard as a reasonable offer. They have replied to us by making a counter offer which was of such a nature that we did not consider we could ask Parliament to accept it. The Government then proposed that if no agreement could be reached the question should be submitted to arbitration without fixing any limit as was done in the case of the Canadian Northern Ry.

It may be possible—indeed, I think it is probable—that at some later date but not in the immediate future, all the land transportation facilities in Canada, in the shape of railways, may, so far as operation at least is concerned, be amalgamated into one system, under one management. For annual report see a previous page.—V. 106, p. 1577, 1461.

**Hudson & Manhattan RR.—Possible Fare Increase.**

A current news item yesterday explained the strength and activity in the company's bonds as due to the expectation that the Director-General of Railroads would shortly order an increase of fares, possibly from 5 cents to 10 cents over all lines where at present 5 cents is charged, except trips between Christopher St. and 33d St., New York. The fare between 33d St. and Hoboken is now 6 cents.—V. 106, p. 1568, 1461.

**Illinois Central RR.—Offering of Equipment Trust Certificates.**—The National City Co. is offering at prices to yield 5½% a block of 5% Equipment Trust certificates, Series E, dated Nov. 1 1917, of which the original amount outstanding, \$5,500,000, has been reduced to \$5,225,000 through the maturity of one semi-annual installment on May 1 1918. Principal and dividends unconditionally guaranteed by the Ill. Cent. RR. by endorsement. A circular shows:

Dividend warrants payable M. & N. in N. Y. and Phila. Denom. \$1,000 (c\*). Principal matures at the rate of \$275,000 each May 1 and Nov. 1 to Nov. 1 1927. Red. as whole at 102½ and div. on Nov. 1 1922 or any dividend date thereafter on 90 days' notice.

**Security.**—A first lien on 20 switching locomotives, 500 steel underframe auto-furniture cars, 500 steel underframe refrigerator cars, 1,000 steel underframe gondola cars, 10 chair cars, 50 passenger coaches, 8 composite coaches, 8 passenger and baggage cars, 10 postal storage cars, 5 baggage and mail cars and 25 baggage cars, all standard equipment, costing approximately \$7,500,000, or over 36% in excess of this issue.

Full title to this equipment will remain vested in the Commercial Trust Co. of Phila., trustee, and the Illinois Central RR. has leased the equipment during the life of these certificates, covenanting to maintain this equipment in good repair, replace any worn out or destroyed, and pay as part of the rental therefor all dividend warrants and installments of principal of these certificates as they severally fall due.

Dividends have been paid on the company's stock continuously since 1863 at rates varying from 4% to 11% per annum, the present rate being 7% per annum. See annual report. V. 106, p. 1693, 1689, 1675.

**Indiana Harbor Belt RR.—Earnings.**

Calendar Years	Gross Earnings.	Net (after Taxes).	Other Inc.	Int., &c.	Rents, &c.	Interest.	Balance, Sur. or Def.
1917	\$5,121,878	\$890,182	\$100,143	\$2,020,106	def.	\$1,029,781	
1916	4,653,960	1,415,104	103,274	1,368,233	sur.	150,145	V. 105, p. 2183.

**Kanawha & Michigan Ry.—Annual Report.**

Year	Gross.	Net.	Other Inc.	Int., &c.	Diss. (5%).	Balance.
1917	\$3,606,991	\$783,457	\$687,900	\$312,580	\$450,000	\$708,777
1916	3,527,861	980,859	552,050	335,543	450,000	747,365

**Kansas City Southern Ry.—New Director.**

John F. Harris has been elected a director to succeed Herman Sielcken, deceased.—V. 106, p. 2005, 1914, 1892.

**Kettle Valley Railway.—Extension of Line.**

A contract has been let for the construction of a 15-mile branch from Princeton, B. C., to Copper Mountain, to cost about \$1,000,000. At Copper Mountain the Canada Copper Corp., Ltd., is undertaking development work. It is stated that the 15-mile extension will have 27 trestles, four large tunnels and heavy cuts and fills. (V. 105, p. 1805.)—V. 99, p. 1366.

**Leavenworth & Topeka RR.—Sold to Patrons.**

Citizens along this company's line have purchased the property for \$80,000 and plans for a reorganization are under way. It is understood that the former attempt (V. 106, p. 1577) to purchase the line fell through because subscriptions were taken on the basis of ownership in fee simple. Title to the property, however, is good as long as the property is operated, cessation of which would result in turning it back into the hands of the court. Walter A. Johnson of Topeka, Kan., is mentioned as interested in the reorganization. Compare V. 106, p. 1577, 1231.

**Lehigh Valley Transit Co.—No Preferred Dividend.**

At a meeting of the directors Thursday, reports state, no action was taken on the quarterly 1½% preferred dividend. Owing to the excessive costs of operation, the net earnings for the quarter ended Mar. 31 1918 were not sufficient to cover the dividend, and the directors therefore deemed it inexpedient to declare it.

**New Fare Schedule.**

This company has filed with the Pennsylvania P. S. Commission a new schedule of tariffs, effective June 1, making increases in local and limited passenger rates on the Philadelphia and Slatington divisions and increasing all commutation rates on all divisions.—V. 106, p. 2011, 597.

**Mahoning & Shenango Ry. & Lt. Co.—Bonds—Stock.**—This company has applied to the Ohio P. U. Commission for authority to issue \$600,000 in bonds to be sold at 90, and also \$200,000 7% pref. stock.—V. 106, p. 1577, 396.

**Michigan Central RR.—Notes Paid Off.**

See New York Central RR. below.—V. 106, p. 2002, 2018.

**Middle West Utilities Co.—Pref. Div. Payable in Ten-Year Certificates—Status.**—The directors have decided to pay the pref. dividend June 1 in 10-year 6% interest-bearing certificates. The principal immediate influence that has caused the directors to take this action is the very unfavorable condition of the securities market brought about by Government needs, making the raising of funds for the natural necessities of a constantly increasing gross business difficult even at excessive rates of interest. The officials say:

The officers and directors themselves own a very large percentage of the stock, and naturally, aside from their first duty to the other stockholders, have given the subject mature deliberation before reaching the final conclusion. While the normal demand for public service, particularly gas and electricity, has been increasing constantly in recent years, the exigencies of the present time have caused in many localities an abnormal increase in the demand. In the 12 months ending March 31 1918 the aggregate gross income of the company's subsidiaries was \$1,500,000 greater than for 1916-17.

The increase in gross income for the three months ending March 31 1918, as compared with 1917, was \$328,000, or at the rate of \$1,312,000 per annum. The management is of the opinion that a considerable percentage of this increase is a permanent increase.

The large increase in gross income during the past year has been neutralized by increased operating expenses, and the balance over pref. stock dividend will be less in the annual report for the fiscal year ending April 30 than in the previous fiscal year. The high prices of all materials and labor entering into the cost of operation with which practically all public utility companies now have to contend are being recognized by the constituted authorities granting increased rates.

Some of the subsidiaries of the company have already obtained by increased rates for service and by increasing the selling prices of other products increases aggregating over \$500,000 per year. The larger part of these increases has not yet been reflected in their earnings, since as of Jan. 1 1918 only \$160,000 per annum had become effective, while as of May 1 1918 this amount was increased to \$400,000 per annum.

In addition, other subsidiaries now have before the various Commissions applications for increases approximating a further amount of \$600,000. The management feels that with operating conditions no worse than in the year previous, and with the increases now effective and those to be obtained by the subsidiaries within the next few months from applications pending, the net earnings for the fiscal year starting May 1 will be satisfactory. [The scrip dividend will be paid June 1 to holders of record May 29.—V. 106, p. 1036, 715.

**Missouri Pacific Ry.—New Director.**

Bertram Cutler of New York succeeds Carl Gray as a director.—V. 106, p. 1910, 1892, 1689.

**Monongahela Valley Traction Co., Fairmont, W. Va.**

Calendar Years	1917.	1916.	1915.	1914.
Gross earnings	\$3,046,769	\$1,582,786	\$1,009,834	\$968,339
Oper. expenses, taxes, &c.	\$1,639,381	1,027,683	725,156	724,366
Fixed charges	454,026			

Balance for dividends... \$953,361 \$555,103 \$284,678 \$244,928

\* Includes income and excess profits tax.—V. 106, p. 925, 396.

**National Railways of Mexico.—New Officers.**

Rafael Nieto and Mario Mendez have been elected Chairman and Vice-Chairman of the board. The above and Carlos Basave y del Castillo Negrete, Eduardo de Lima and Fernando Gonzalez Roa comprise the executive committee. Alberto J. Pani has resigned as executive President and the vacancy has not been filled.—V. 106, p. 1797.

**New Orleans Texas & Mexico Ry.—Bond Call—Report.**—See St. Louis Brownsville & Mexico Ry. in last week's issue. For annual report, see a preceding page of this issue.—V. 106, p. 929, 822.

**New York Central RR.—Sub. Co. Notes Paid—Loan.**—This company is paying at its office the \$8,000,000 5% one-year notes of Michigan Central RR. due May 15 1918.

The payment is made partly from a \$6,000,000 loan to the New York Central by Central Trust Co., N. Y., for six months, bearing 6% interest and secured by stock of Mohawk Valley Company and the Reading Company. The remaining \$2,000,000 was recently secured by Michigan Central as a loan from the Director-General. See V. 106, p. 1901.

Director-General McAdoo made the following statement:

The Director-General was informed by the company that the best terms on which the money could be obtained at this time would be 7% per annum. The New York Central was advised that a 7% rate on notes of this character was not justified, as such a transaction would have the effect of encouraging high rates for money. The Director-General thereupon made inquiry of the Central Trust Co. of New York as to whether it could arrange to place the \$6,000,000 needed by the New York Central for six months at 6% per annum interest, and was promptly informed that the Central Trust Co. would gladly provide the funds on the terms suggested.—V. 106, p. 2002, 2016.

**Northern Electric Co.—Sale of Properties May 28.**

Special Master Francis Krull will sell on May 28 at public auction this company's properties, &c., in accordance with the plan of reorganization (V. 104, p. 1489). Upset price has been fixed at \$1,750,000. Compare V. 106, p. 2011, 1797.

**Ozark Valley Ry.—Possible Government Operation.**

A press dispatch states that the Missouri P. S. Commission has recommended to Director-General of Railroads McAdoo that the Government operate for one year the property of this company, recently sold for junk. Compare V. 106, p. 1901, 1578.

**Pacific Gas & Electric Co.—Fuel Conservation.**

A California press dispatch states that the negotiations are still in progress looking toward the acceptance of a plan involving this company and the California-Oregon Power Co. (V. 106, p. 1580) relative to the sale and transmission of power, with a view to saving about \$450,000 worth of fuel per annum. Compare V. 106, p. 2011, 1689, 1578.

**Pacific Great Eastern Ry.—Directors Resign.**

At a meeting on April 23 the directors and stockholders formally severed their connection with the road, which has been taken over by the Canadian Government. Compare V. 106, p. 929.

**Passenger Rates.—Proposed Increases on Railroads.**

See previous pages in this issue.—V. 106, p. 2011, 1231.

**Philadelphia Company.—Tenders.**

The Commercial Trust Co., Philadelphia, will, until June 6, receive tenders for the sale of \$276,000 Consol. Mtge. & Coll. Trust 5% 50-year gold bonds dated Nov. 1 1901, at not exceeding 102½ and int. Accepted bonds will be paid June 7.—V. 104, p. 2456.

**Philadelphia Rapid Transit Co.—Strike Situation.**

Reports from Philadelphia state that the strike of the Carmen called Thursday a. m. had comparatively little effect on the traction situation in that city.—V. 106, p. 2011, 1901.

**Pittsburgh Railways.—Wage Adjustment.**

On May 4 a tentative wage agreement was entered into to continue for one year from May 1. The settlement provides an increase in pay of 5 cents an hour distributed as follows: First six months' service, 37 cents; first year, 39 cents; second year, 41 cents; third year and thereafter, 45 cents. Men reach the maximum pay after three instead of five years' service.—V. 106, p. 2011, 1797.

**Portland (Ore.) Railway, Light & Power Co.—Stock.**

The company has filed a certificate of decrease of authorized stock from \$40,000,000 to \$35,000,000, as authorized by the stockholders April 3. E. W. Clark & Co., Philadelphia, on May 14 wrote in substance:

"The capitalization in 1912 was \$25,000,000 of stock, 65% paid; later on 10% additional was paid, making the stock 75% paid. The First & Refunding bonds authorized in 1912 are convertible into the stock of the company. In order to provide for any possible conversion, the authorized capital stock was increased by \$10,000,000.

"A few years ago the plan of converting some of the 75%-paid stock into first and second preferred stock was adopted and in order to carry out this plan the authorized capital was increased by \$10,000,000, making the total authorized capital \$45,000,000. When \$5,000,000 of 75%-paid stock was converted into \$2,500,000 of first preferred and \$2,500,000 of second preferred stock, through the surrender of \$5,000,000 par value of 75%-paid stock, the authorized capital stock was decreased by \$5,000,000.

"A second conversion into the \$2,500,000 of first preferred stock and \$2,500,000 par value of 75%-paid stock was carried through in 1917, and another \$5,000,000 par value of 75%-paid stock was retired. At the recent annual meeting of stockholders of the company, the authorized capital stock was therefore reduced by another \$5,000,000, making the present authorized issue \$35,000,000, divided as follows:

Common stock, 75% paid, par value	\$15,000,000
First preferred stock, full-paid, par value	5,000,000
Second preferred stock, full paid, par value	5,000,000
Authorized to provide for possible conversion	10,000,000

Compare V. 104, p. 1146.—(V. 106, p. 1797, 1578.)

**Quincy Omaha & Kansas City RR.—Earnings.**

See Chicago Burlington & Quincy RR. under "Annual Reports" above.—V. 106, p. 1462.

**St. Louis-San Francisco RR.—New Director.**

James N. Wallace, President of the Central Trust Co., succeeds H. D. Levy as a director.—V. 106, p. 2006, 930.

**San Joaquin Light & Power Corp.—Bonds.**

The Cal. RR. Commission has authorized this company to issue \$233,000 Series C 6% First & Refunding bonds due Aug. 1 1950, making \$1,000,000 issued.—V. 106, p. 1345, 1127.

**Southern Pacific Co.—Oil Land Decision.**

A decision was handed down in the U. S. Circuit Court of Appeals on May 6 reversing the decision of Judge Bean in the U. S. District Court at Los Angeles canceling the company's patents to 6,107 acres of oil lands in the North Midway, Cal., section. This reversal restores the property, said to be valued at about \$50,000,000, to the company. The Government's contention in the suit was that the lands were secured by fraud, and that the railroad had always known that lands were mineral bearing

*Former Vice-President Dead.*

Announcement is made of the death at Atlantic City, N. J., of William Mahl, formerly Vice-Pres. & Comptroller, who retired on April 7 1913 after 31 years of service with the company.—V. 106, p. 1462, 297.



**Cliff Electrical Distributing Co.—Consolidation.**

See Niagara Falls Power Co. below.—V. 106, p. 1580.

**Coastwise Transportation Co., Boston.—Earnings.**

Feb. 28 Years—	1917-18.	1916-17.	1917-18.	1916-17.
Gross earnings.....	\$2,792,172	\$1,611,904	Bond interest, &c. ....	\$100,519
Net earnings.....	\$849,111	\$341,166	Reserve for excess profits taxes....	\$109,452
Other income.....	46,583	27,544	Dividends.....	333,611
Gross income.....	\$895,694	\$363,710	Surplus.....	91,875
				52,489
				\$369,688
				\$206,768

This company is controlled by the Consolidation Coal Co.—V. 106, p. 931. 503.

**Copper Range Co.—Sub. Co. Dividend.**

A dividend of \$5 per share on the 100,000 shares of stock of the Tri-mountain Mining Co. has been declared payable May 10 to holders of record May 6. Of the total distribution the Copper Range Co. receives \$496,725, holding 99,345 shares. The last dividend was paid in 1913 amounting to \$200,000.—V. 106, p. 1798. 604.

**Curtiss Aeroplane & Motor Co.—Orders.**

See Willys-Overland Co. below.—V. 106, p. 2013. 1464.

**Davis-Daly Copper Co.—Initial Dividend.**

The directors have declared an initial dividend of 50 cents per share, payable June 29 1918, to stockholders of record at the close of business June 3 1918.—V. 106, p. 1804.

**Dominion Textile Co.—Common Dividend Increased.**

A quarterly dividend of 2% has been declared on the common stock, payable July 2 to holders of record June 15, thus placing the stock on an 8% p. a. basis. The last quarterly disbursement, paid April 1, was 1 1/4% (not 1 1/4% as given in V. 106, p. 1464).—V. 105, p. 815.

**(E. I.) du Pont de Nemours & Co.—Red Cross Dividend.**

A special Red Cross dividend of 2% amounting to \$1,177,084 has been declared on the com. stock payable May 18 to holders of record May 8.

**Powder Packing Plant.**

It is reported that the Foundation Co. of N. Y. has been awarded a contract for the construction of a powder packing plant at Seven Pines (Va.), to cost about \$3,000,000. The project will include an electric power plant, heating equipment, large warehouse and 40 miles of railway trackage. The Du Pont Company will operate the plant for the Government.—V. 106, p. 1799. 1581.

**Electric Auto-Lite Corporation.—Reported Merger.**

See U. S. Light &amp; Heat Corp. below.—V. 106, p. 1233.

**Empire Gas & Electric Co.—Bonds Authorized.**

The New York P. S. Commission has authorized this company to issue \$171,000 5% Thirty-Year First Ref. gold bonds to be sold at not less than 80 on account of extensions and improvements.—V. 106, p. 301. 193.

**Federal Dystuff & Chemical Co.—New Receiver—Loan**

Charles W. Holloway has been appointed an additional receiver with John W. Herbert and Frank H. Platt.

Press reports state that receivers have been authorized by Federal Judge Hough to accept a loan of \$150,000 from the noteholders' committee (Alvin W. Kreech, Chairman) for the purpose of financing the operation of the company's plant at Kingsport, Tenn. The need of the loan was shown by the information that the company had negotiated a contract with the Government for the manufacture of 9,000,000 lbs. of picric acid at 54c. a lb.—V. 106, p. 1038.

**Gaston, Williams & Wigmore, Inc.—Control Purchased by Interests Identified with the Guaranty Trust Co. and the Chase National Bank.**—The following has been given out:

Hornblower & Weeks announce that they have purchased from William H. Williams and J. A. Wigmore of Gaston, Williams & Wigmore a substantial amount of their holdings in the company. At a meeting of the directors, held May 13, Messrs. Williams and Wigmore resigned from the board. Mr. Harry Payne Whitney (a director of the Guaranty Trust Co.) and Mr. G. M. Dahl, Vice-President of the Chase National Bank, were elected to fill the vacancies.

In purchasing the stock from Messrs. Williams and Wigmore, Hornblower & Weeks are acting for new interests in the company.

Chas. H. Sabin, Chairman of the Board, further announces that George A. Gaston continues as President of the company with full authority. Charles A. Corliss, Pres. of Lamont, Corliss & Co., has been added to the board.—V. 106, p. 1690. 712.

**General Motors Corporation.—Acquisition.**

See Perlman Rim Corporation below.—V. 106, p. 1903. 1464.

**Goodyear Tire & Rubber Co.—Pref. Stock Offering.**

Merrill, Lynch & Co., New York, are offering this company's 8% cumulative second pref. stock. Compare V. 105, p. 2459. 2362.—V. 106, p. 718.

**Granby Consol. Mining, Smelting & Power Co., Ltd.—**

Production (lbs.)—	1918	Total
Anyoz.	Grand Forks.	Total.
Month of April.....	3,048,012	641,970
Four months to April 30.....	12,534,908	3,689,982
	3,015,753	3,775,140
	15,550,661	13,203,302

—V. 106, p. 1690. 825.

**Gulf Oil Corp.—Sub. Co. Stock Increase.**

The Gulf Refining Co., which is controlled by Gulf Oil Corp., has increased its capital stock from \$7,500,000 to \$15,000,000.

This increase of capital stock was effected by the sale of \$7,500,000 of stock at par. All of this stock has been subscribed for; paid for and is now issued and outstanding. There was no offer of sale of this stock to the public, all of the increase being subscribed by the stockholders of the company.—V. 106, p. 1340. 1234.

**Gulf Refining Co.—Stock Increased.**

See Gulf Oil Corp. above.—V. 106, p. 2013.

**Hamilton Manufacturing Co.—Dividend Increased.**

A quarterly dividend of 2 1/2% has been declared on the stock payable May 15 to holders of record May 11. The dividends have thus been placed on a 10% p. a. basis, the previous rate being 8%, payable semi-annually.—V. 106, p. 927.

**Harbison Walker Refractories Co.—Extra Dividend.**

An extra dividend of 6% has been declared on the common stock, payable June 5 to holders of record May 23.—V. 106, p. 1904.

**Hydraulic Power Co. of Niagara Falls.—Consolidation.**

See Niagara Falls Power Co. below.—V. 106, p. 1581. 611.

**Illinois Pipe Line Co.—Dividend Reduced.**

The directors have declared a dividend of \$8 per share on the \$20,000,000 outstanding capital stock, payable June 29 to shareholders of record May 31. The last payment, in Dec. 1917, was \$10 per share.—V. 106, p. 1234. 713.

**Inspiration Consolidated Copper Co.—Production (lbs.)**

1918—April—1917.	Decrease.	1918—4 mos.—1917.	Decrease.
9,350,000	11,400,000	2,050,000	29,300,000

—V. 106, p. 1904. 1799.

**International Agricultural Corp.—Debt Reduced, Etc.**

The following published statement has been pronounced correct:  
The bonded debt has just been reduced to \$10,275,700 through the retirement of \$448,200 by the sinking fund. Original issue was \$13,000,000. There will end on June 30 another very favorable year for this company. Although exports of phosphate rock, an important factor in the company's

operations several years ago, have shrunk from around 500,000 tons per annum to 100,000 tons, this loss has been more than offset by growth in the domestic business. Fertilizer prices named for the spring trade were about 10% higher than a year ago, and the 1917 quotations showed a good advance over the previous season.

While the capacity of the fertilizer plants has not been disturbed, the company has increased its mining activities and sulphuric acid operations.—V. 106, p. 2013. 1904.

**International Cotton Mills.—Initial Common Div.**

An initial quarterly dividend of 2% (\$1 per share) has been declared on the common stock along with the regular quarterly 1 1/4% on pref., both payable June 1 out of surplus determined as of March 31 1918, to holders of record May 16, at Old Colony Trust Co. Boston—V. 106, p. 1899.

**International Mercantile Marine Co.—Transfer.**

Negotiations for the transfer of about 1,000,000 tons of shipping now operated by the British subsidiary companies are understood to be proceeding satisfactorily. President Franklin is quoted as saying that special meetings of the directors will continue to be called from time to time as developments in the situation occur. The negotiations concerning the proposed transfer are said to have extended over a period of six months. British interests are reported to have made an offer of \$125,000,000 for this tonnage, which includes the ships of the Atlantic Transport, White Star, Dominion and Leyland lines. These vessels were commandeered by the British Government in April 1917.—V. 106, p. 1581. 1348.

**Interstate Electric Corp.—Notes—Report.**—A. E. Fitkin & Co. are offering at 97 and int., yielding practically 8 1/2%, an unsold balance of \$50,000 of this company's issue of Two-Year 6% notes due Sept. 1 1919, which were fully described in V. 105, p. 1526.

Cal. Years—	1917.	1916.	1917.	1916.
Total income.....	\$669,662	\$649,497	Int. on eos. 6% bonds.	\$74,523
Net earn., after taxes.	261,815	261,822	Preferred divs. (7%).	60,201
On underly'g secs.			Common divs. (1%).	10,000
not owned, &c. ....	48,065	52,297	Surplus.....	
Miscellaneous.....	5,101	—		
			\$63,924	\$92,179

**Island Creek Coal Co.—Results 3 Mos. to March 31.**

3 Months to March 31—	1918.	1917.	1916.
Profits after charges.....	\$616,496	\$254,502	\$220,762
Sales (tons).....	446,099	447,574	598,609
Production (tons).....	413,364	463,712	558,465

—V. 106, p. 1236. 714.

**Jones Brothers Tea Co., Inc.—Sales for April & 4 Mos.**

1918—April—1917	Increase.	1918—4 Mos.—1917	Increase.
\$1,109,130	\$916,371	\$192,759	\$4,261,701

—V. 106, p. 1799. 1234.

**Kanawha & Hocking Coal & Coke Co.—Coupons.**

J. P. Morgan & Co., as fiscal agents, have sufficient funds on hand to pay all outstanding past-due coupons. Said coupons will be paid on presentation at 23 Wall Street, N. Y.

We learn that no action is to be taken on the Continental Coal & Coke Co. coupons, that company having been sold under foreclosure.

**Kaufmann Dept. Stores Co., Inc.—Stock Reduced.**

Shareholders recently voted to reduce the capital stock from \$9,600,000 to \$9,525,000, consisting of \$7,500,000 common and \$2,025,000 7% cum. preferred stock.—V. 106, p. 1684.

**(S. S.) Kresge Co.—April, &c., Sales.**

1918—April—1917	Increase.	1918—4 Months—1917	Increase.
\$2,646,337	\$2,360,758	12.10%	\$9,811,023

—V. 106, p. 1581. 1348.

**Lake Torpedo Boat Co.—Investigating Committee.**

Dividends due on the company's pref. stock for Jan. and April remaining unpaid and no information being available on May 13, stockholders representing upwards of 25,000 shares of the company's capital stock and including several of the large commission houses, resolved to appoint a committee of five with full power to investigate the company's affairs and to report back at a subsequent meeting to be held upon the call of the chair.

Messrs. Henry Michaels, A. S. King, William Keefe, E. Strauss and E. Vanderwood were chosen members of the committee with Mr. Keefe as Chairman. Henry B. Ketcham, N. Y., was unanimously chosen as counsel to the committee.—V. 102, p. 1166.

**Lanston Monotype Machine Co.—Scrip Dividend.**

The directors have declared a dividend of 1 1/4% (\$1.50 per share) on the capital stock, payable in 6% dividend certificates, deliverable May 31 1918 to holders of record May 21. The dividend certificates will be dated May 31 1918 and will be due May 31 1919, with interest payable semi-annually Nov. 30 1918 and May 31 1919, and will be subject to redemption at any time at the option of the company at their face value, with interest, on two weeks' notice.

Pres. J. Maury Dove in a letter to stockholders dated May 11 says: "The present difficulty of obtaining regular supplies of raw material and the prompt deliveries of machines sold has necessitated the employment of about \$500,000 of earnings in working capital additional to that normally necessary. The directors, in view of the company's increasing business and of the necessity of employing additional working capital, came to the conclusion that the conservation of cash was in the best interest of the stockholders, notwithstanding the fact that the earnings warranted the declaration of the usual dividend in cash."

**Earnings Feb. 28 Years.**

1917-18.	1916-17.	1917-18.	1916-17.
Net profits.....	\$502,033	\$822,518	Dividends (6%)..
Depreciation.....	—	62,777	Balance, surplus..

The total surplus Dec. 31 1917 was \$2,542,774, after deducting \$120,022 amortization of machinery, &c.—V. 106, p. 504.

**Lehigh Portland Cement Co.—Cement Price Agreement.**

See previous pages in this issue.—V. 104, p. 366.

**Liggett & Myers Tobacco Co.—To Authorize \$21,496,400 Class B (non-voting) Common Stock, Not More than**

respect to each share of either outstanding, shall have equal rights in the matter of dividends" and in case of any liquidation "after payment to the holders of the preferred stock of its par value and the dividends accrued and unpaid thereon, the residue of the assets shall be ratably divided among and paid to the holders of the common stock and the common stock B, share and share alike, without distinction between shares of the common stock and the common stock B."—V. 106, p. 1904, 812.

**McCrory Stores Corp.—April, &c., Sales.**

1918—April—1917	Increase.	1918—4 Mos.—1917	Increase.
\$380,405	\$573,369	18.6% \$2,526,763	\$2,145,156 17.78%

—V. 106, p. 1691, 1341.

**Mackay Companies.—Labor Decision.**

See Western Union Telegraph Co. below.—V. 106, p. 1581, 1465.

**Manhattan Electrical Supply Co.—Earnings—Divs.**

An authoritative statement shows:

4 mos. to 12 mos. to  
Apr. 30 '18 Dec. 31 '17

\$1,711,160 \$5,234,324

\$25,885

Sales Net profits after providing for all taxes were.

In addition to the regular quarterly dividends of 1 1/4% paid on the first pref. and second pref. stocks, the company has maintained the usual quarterly dividend of 1% on the common stock, and on May 1 1918 paid an extra dividend of 1% on the common. After payment of these dividends \$282,400 of the pref. stocks have been retired out of earnings since Oct. 1 1917.—V. 106, p. 1581, 1131.

**Manufacturers' Light & Heat Co.—Rate Increases.**

This company has filed with the Pennsylvania P. S. Commission a new tariff of rates for natural gas, effective June 1, making increases in existing rates and changes in classifications. The change affects Allegheny, Beaver, Butler, Greene, Lawrence and Washington counties.—V. 106, p. 813, 710.

**Earnings—3 Months to March 31.**

3 Months—	1918.	1917.	1918.	1917.
Gross earnings	\$2,675,397	\$2,354,898	Bond int., &c.	\$15,757
Net after taxes	\$1,218,177	\$1,045,063	Adjustments	2,517
Other income	13,372	22,200	Dividends	(2) 460,000
Gross income	\$1,231,549	\$1,067,263	Surplus	(4) 920,000
—V. 106, p. 710, 813.				\$753,275
				\$126,694

**Metropolitan Petroleum Corp.—New President.**

Howard D. Ross has been elected President.—V. 106, p. 2014, 1799.

**Mexican Petroleum Co., Ltd.—Dividend.**

The regular quarterly 2% dividend has been declared on the common stock, payable half in cash and half in 4% Liberty bonds July 10 to holders of record July 1. The 2% on pref. is payable July 1 to holders of record June 15. Three months ago the common dividend was increased from 1 1/4% to the present basis.—V. 106, p. 933, 1131.

**Midvale Steel & Ordnance Co.—Sub. Co. Extra Div.—Merger Talk, &c.**

See Cambria Steel Co. above.

See Baldwin Locomotive Works above.—V. 106, p. 2014, 1904.

**Milliken Bros., Inc.—Fifth Distribution.**

Stockholders will receive a fifth distribution of \$10. a share on the pref. stock, payable on or after June 1 to holders of record May 15, at Farmers' Loan & Trust Co., N. Y. In Sept. an initial distribution of \$10 a share was declared, in liquidating the company's assets, and similar payments were made Dec. 20 1917, Jan. 25 and Feb. 25 1918.—V. 106, p. 719.

**Minnesota Sugar Co.—Stock Increase, &c.**

The shareholders have voted to reduce the par value of the common and preferred stocks from \$100 per share to \$10 and to increase the authorized common stock from \$600,000 to \$1,200,000.—V. 104, p. 2238.

**Moir Hotel Co., Chicago.—Earnings.—Bolger, Mosser & Willaman of Chicago report for the calendar year 1917:**

Total income	\$2,295,515	Interest accrued	\$183,200
Gross profits	\$526,177	Improvements, &c.	110,865
Taxes accrued	96,000	Surplus	\$136,112
The Moir Hotel Co. owns and operates the New Morrison Hotel.			

The net earnings for the 8 months from Aug. 1 1917 to April 1 1918, during which time the entire new building was available, were at the rate of about \$600,000 per annum.

**Nevada Consolidated Copper Co.—For March Quarter.**

1918.	1917.	1918.	1917.	
Gross produc... lbs.	17,435,164	18,852,321	Depreciation	\$160,740
Net fr. mines, &c.	\$470,809	\$3,238,475	Ore extinguisht'mt.	56,112
Dividends paid	\$1,999,457	\$1,999,457	Balance	def.\$1,689,387S. 1,022,459
—V. 106, p. 1896, 1800.				

**New York & Richmond Gas Co.—Bond Rehearing.**

The New York P. S. Commission has directed a rehearing on the company's application for a bond issue amounting to \$2,214,400. The rehearing will be held on May 20 at 2:30 p. m. The Commission on Feb. 1 denied the company's application for this issue. Compare V. 106, p. 719.

**New York Mutual Gas Light Co.—New Director.**

Geo. W. Parkhurst (Sec.) has been elected a director to succeed R. M. Galloway, deceased.—V. 106, p. 925.

**Niagara Falls Power Co.—Power Bill Signed.**

Governor Whitman has signed the legislative bills authorizing the consolidation of the Cliff Electrical Distributing Co. (V. 106, p. 1580), the Niagara Falls Power Co. and the Hydraulic Power Co. of Niagara Falls (V. 106, p. 1581, 611), and authorizing the new company formed by the consolidation to utilize any water lawfully diverted by it from the Niagara River.—V. 106, p. 1904, 1582, 1228.

**North American Pulp & Paper Co.—Consol. Earnings.**

Cal. Years—	1917.	1916.	1917.	1916.
Gross operat.				
ing revenue	\$3,528,451	\$3,963,110	Total income	\$1,318,740
Oper. expenses	2,839,097	3,363,097	Depreciation	\$808,262
Oper. profit	\$689,354	\$600,013	Balance	sur.\$105,165 df.\$309,360
Other income	629,386	208,249	Minority int.	59,563
Total inc.	\$1,318,740	\$808,262	Balance	sur.\$45,602 df.\$312,412

At the annual meeting on May 14 the stockholders ratified the plan for the merger of the Chicoutimi Pulp Co. and the St. Lawrence Pulp & Lumber Corporation, both subsidiary concerns, under the title of the former. Reports of the meeting indicate that the Tidewater Mill in Brooklyn, which cost about \$450,000, was sold to the "New York Times" for \$285,000 cash. War conditions were given by Pres. Dubuc as largely explaining the failure to obtain better operating results, while an explosion that did \$400,000 damage to the company's property further retarded operations.

The Chairman of the finance committee is quoted as saying that the committee has under advisement a plan to retire the outstanding preferred stock and to have only one class of stock, a non-cumulative issue. Mr. Dubuc, it appears, has surrendered to the Chicoutimi Company 11,150 shares of Saguenay Light & Power Co. without any consideration and has also turned over to the company 59,302 shares of his personal holdings of the common stock, in accordance with his agreement made in Oct. 1916, whereby he undertook to do this, if the net earnings should be less than \$1,500,000. A similar guaranty, is said to exist for the year 1918.—V. 106, p. 1131.

**Northwest (Bell) Teleph. Exch. Co.—Merger Sanctioned.**

See Tri-State Telephone & Telegraph Co. below.—V. 106, p. 1691.

**Pacific Mail Steamship Co.—Extra Dividend.**

An extra dividend of \$1 per share (20%) has been declared on the \$1,150,000 common stock (par \$5) along with the regular semi-annual 10%. Both payable June 15 to holders of record June 1. On Dec. 26 last an extra 50% was paid.—V. 106, p. 1465.

**Owens Bottle-Machine Co.—Earns. 6 Mos. to Mar. 31.**

6 Months to Mar. 31—	1917-18.	1916-17.	1915-16.
xManufacturing profit and loyalties.	\$1,233,197	\$1,239,346	\$942,448
Other income	570,157	350,140	160,555
Profit from sale of stock		*\$33,400	
Total income		\$1,803,354	\$1,103,103
Expenses and taxes	y606,449	245,198	88,814
Net profits (Owens Co.)	\$1,196,905	\$2,177,688	\$1,014,289
do controlled companies	470,737	531,089	300,868
Net profits (all companies)	\$1,667,642	\$2,708,777	\$1,315,157

\* Profit above book value realized from sale of common stock of Boldt Co. held as investment. x After deducting cost of sales including manufacturing expense and depreciation. y Includes estimated income and excess profits taxes.—V. 106, p. 1904, 1132.

**Page Steel & Wire Co.—Dividends, &c.—New President.**

A semi-annual dividend of 3% on the first pref. stock and 3 1/2% on 2d pref. has been declared payable May 31 to holders of record May 30. The annual meeting has been changed from the fourth Wednesday in July to the fourth Wednesday in August. The company, formerly known as the Page Woven Wire Fence Co., adopted its present name Oct. 22 last.

B. Lissberger, of B. Lissberger & Co., N. Y., succeeds the late Austin Clement as President.—V. 106, p. 92.

**Pan-American Petroleum & Transport Co.—Div.**

The regular quarterly dividend of \$1 25 a share on the common stock has been declared, payable half in cash and half in 4% Liberty bonds on July 10 to holders of record June 15. The regular quarterly 1 1/4% on the preferred stock will be paid July 1 to holders of record June 15.—V. 106, p. 933.

**Peerless Truck & Motor Corp.—Tenders.**

The Bankers Trust Co., N. Y., as trustee, will, until May 24, receive tenders for the sale of \$500,000 10-year 6% secured convertible gold notes of 1915. Accepted bonds will be paid June 3.—V. 106, p. 1132, 1123.

**Perlman Rim Corporation.—Sale of Assets.**

Shareholders on May 13 ratified a resolution to turn over the company's assets to the General Motors Corp. Compare V. 106, p. 1905.

**Pierce-Arrow Motor Car Co.—Earns. 3 mos. to Mar. 31 '18**

Operating profit	\$2,326,552	Pref. dividends (2%)	\$200,000
Depreciation, war taxes		Common divs. (\$1.25)	312,500
and interest	1,094,685	Balance, surplus	719,367
The company on May 1 paid a further dividend of \$1 25 on the 250,000 shares (with no par value) of common stock, calling for \$312,500.—V. 106, p. 1458, 403.			

**Pittsburgh Brewing Co.—Common Div. Resumed.**

A dividend of 1/2 of 1% has been declared on the common stock, payable June 15 to holders of record June 1. The last dividend on the common stock was paid in Nov. 1914, the same amount.—V. 106, p. 1582.

**Pullman Co.—Government Orders.**

With the recent order for 8,000 freight cars a Chicago dispatch says that the company's total orders on hand amount to 11,000 freight and 500 passenger cars, insuring continued operation of the freight-car manufacturing plant for ten months. The company is also working on shell orders.

**Death of Secretary.**

Announcement is made of the death of A. S. Weinsheimer, Secretary of the company, at Chicago.—V. 106, p. 2014, 1905.

**Quaker Oats Co.—Extra Dividend.**

An extra dividend of 1% has been declared on the common stock along with the regular quarterly 3%, both payable July 15 to holders of record July 1. A like amount was paid April 15 last.—V. 106, p. 923.

**Ray Consolidated Copper Co.—March Quarter.**

1918.	1917.	1918.	1917.	
Gross produc... lbs.	20,522,558	21,813,772	Total income	\$1,105,563
Net profits	\$1,025,236	\$3,471,699	Dividends	1,577,179
Miscell. Income	80,626	4,880	Balance	def.\$471,316 sr.1,899,400
—V. 106, p. 1794, 1691.				

**(R. J.) Reynolds Tobacco Co., Winston-Salem, N. C.—Offer of Remaining \$5,000,000 Class B Stock.**

In November last the shareholders voted to double the authorized issue of 7% pref. stock, then \$10,000,000 (which is still the amount outstanding), and also to create a new issue of \$10,000,000 class B common stock, the latter having the same rights and privileges as the \$10,000,000 common shares already



## Reports and Documents.

### THE ATCHISON TOPEKA & SANTA FE RAILWAY COMPANY

TWENTY-THIRD ANNUAL REPORT—FOR THE FISCAL YEAR ENDING DECEMBER 31 1917.

*Office of The Atchison Topeka & Santa Fe Railway System,  
No. 5 Nassau Street, New York City.*

April 2 1918.

**To the Stockholders:**

At the last annual meeting of the stockholders held October 25, 1917, the fiscal year of the Company was changed from a year ending June 30 to one ending December 31, to correspond with year adopted by the Inter-State Commerce Commission in its order dated November 24 1916. Your Directors, therefore, submit the following report for the fiscal year ending December 31 1917, including the results of the operations of the first six months of such year which were embraced in the Twenty-second Annual Report for the fiscal year ending June 30 1917.

The Lines comprising the Atchison System, the operations of which are embraced in the following statements, and the mileage in operation at the end of the year as compared with the previous year, are as follows:

	<i>Dec. 31 1917.</i>	<i>Dec. 31 1916.</i>
Atchison Topeka & Santa Fe Railway	8,629.59 miles	8,648.21 miles
Gulf Colorado & Santa Fe Railway	1,937.25 "	1,937.59 "
Panhandle & Santa Fe Railway	703.77 "	665.02 "
Rio Grande El Paso & Santa Fe Railroad	20.22 "	20.22 "
	<b>11,290.83 "</b>	<b>11,271.04 "</b>

Increase during the year 19.79 miles.

The average mileage operated during the fiscal year ending December 31 1917 was 11,284.23 miles, being an increase of 24.92 miles as compared with the average mileage operated during the preceding fiscal year.

In addition to lines covered by this report, there were completed on December 31 1917 103.98 miles of additional line, of which 12.10 miles were placed in operation as of January 1st and the remainder will be ready for operation in the near future.

The Company also controls, through ownership of stocks and bonds, other lines aggregating 122.92 miles, and is interested jointly with other companies in 557.16 miles.

For detailed statement of present mileage and of changes in mileage during the year, see pages 47 to 51 [pamphlet report].

#### INCOME STATEMENT.

The following is a summary of the transactions of the System for the years ending December 31 1916 and 1917:

	1916.	1917.
Operating Revenues	\$144,290,238 35	\$165,529,519 25
Operating Expenses	88,413,487 45	105,222,878 49
Net Operating Revenue	\$55,876,750 90	\$60,306,640 76
Taxes	6,768,156 03	11,932,360 81
Uncollectible Railway Revenues	31,001 33	27,580 38
Operating Income	\$49,077,593 54	\$48,346,699 57
Other Income	3,477,855 32	3,893,529 20
Gross Corporate Income	\$52,555,448 86	\$52,240,228 77
Rentals and Other Charges	2,069,094 15	2,201,704 72
	<b>\$50,486,354 71</b>	<b>\$50,038,524 05</b>
Interest on Bonds, including accrued interest on Adjustment Bonds	12,364,165 51	11,852,976 77

From the net corporate income for the year the following sums have been deducted:

Dividends on Preferred Stock—	
No. 38 (2½%) paid Aug. 1 1917	\$3,104,342 50
No. 39 (2½%) paid Feb. 1 1918	3,104,342 50
	<b>\$6,208,685 00</b>

Dividends on Common Stock—	
No. 47 (1½%) paid Mar. 1 1917	\$3,281,737 50
No. 48 (1½%) paid June 1 1917	3,290,767 50
No. 49 (1½%) paid Sept. 1 1917	3,299,377 50
No. 50 (1½%) paid Dec. 1 1917	3,306,112 50
No. 51 (1½%) paid Mar. 1 1918	3,308,407 50
	<b>16,486,402 50</b>

Appropriation for Fuel Reserve Fund	57,907 11
California-Arizona Lines Bonds Sinking Fund	14,845 98
S. F. & S. J. V. Railway Bonds Sinking Fund	12,527 00

Income Appropriated for Investment in Physical Property

8,348,179 69

**\$31,128,547 28**

Surplus carried to Profit and Loss

\$7,057,000 00

Surplus to credit of Profit and Loss Dec. 31 1916

32,047,785 44

**\$39,104,785 44**

Surplus appropriated for Investment in Physical Property

\$5,580,466 33

Sundry Adjustments

294,251 00

**5,874,717 33**

Surplus to credit of Profit and Loss Dec. 31 1917

\$33,230,068 11

Income from sources other than earnings from operation consisted of interest on cash in banks and sums collected as interest and dividends upon bonds and stocks of companies, the operations of which are not included in the System accounts.

During the year the sum of \$700,000 in cash was received as the net proceeds of sale of land embraced in the Santa Fe Pacific Land Grant, but this was directly written off the

book value of Railroads, Franchises and Other Property and the transaction does not appear in the Income Account.

Statement of Income Account covering the operations of the Company during the period July 1 to December 31 1917 is appended (see below).

#### CAPITAL EXPENDITURES AND REDUCTION OF BOOK VALUES.

The total charges to Capital Account, as shown by the General Balance Sheet at December 31 1917, aggregated \$757,360,443 71, as compared with \$732,011,715 39 at December 31 1916, an increase during the year of \$25,348,728 32, which analyzes as follows:

Construction and acquisition of new mileage, including the acquisition of bonds and stocks of other railway and terminal companies:	
Barton County & Santa Fe Ry.	\$488,037 75
California Arizona & Santa Fe Ry.	3,202 15
Eastern Ry. of New Mexico	274 48
Garden City Gulf & Northern RR	12,959 92
Grand Canyon Ry.	19,734 28
Kansas Southwestern Ry.	18,818 30
Minden Southern Ry.	392,119 53
North Texas & Santa Fe Ry.	1,284,343 73
Oklahoma Central RR	171,882 92
Osage County & Santa Fe Ry	871,961 79
South Plains & Santa Fe Ry	852,199 15
Verde Valley Ry.	297,000 00
	<b>\$4,412,584 00</b>

Additions and Betterments—System Lines:	
Fixed Property	\$9,757,459 49
Equipment	2,361,314 81
Betterments to Equipment	266,814 02

12,385,588 32

Fuel Lands	\$144,750 15
Ice and Power Plant, Winslow	113,704 50
Real Estate held for future use	295,793 06
Tie and Timber Lands	481,366 95
Miscellaneous Items	1,077,508 51

41,893 95

Other Investments, including Sinking Fund	
Total Charges	\$9,399,383 82

\$26,155,662 19

Reduction of Book Values:	
Oil Fields & Santa Fe Ry.	\$11,642 23
Santa Fe Pacific RR.—Land Sales	700,000 00
Western Oklahoma Ry.—Land Sales	4,108 45
Ice Plant, Belen	11,521 11
Ice Plant, San Bernardino	64,096 11
Santa Barbara Tie & Pole Co.	15,565 07

\$806,933 87

Net Increase in Capital Account during the year

\* \$25,348,728 32

Credits in blackface type.	
* Of this amount the sum of \$7,727,000 represents temporary investments in short-term notes and other quickly convertible securities. The "Net Increase in Capital Account during the year" after eliminating these temporary investments both at Dec. 31 1917 and Dec. 31 1916, was \$17,621,728 32.	

For details of Additions and Betterments by accounts see statement on page 38 [of pamphlet report].

The item of \$2,361,314 81 for "Additional Equipment" analyzes as follows:

30 Locomotives	\$861,575 81
1,102 Freight-Train Cars	2,281,978 09
30 Passenger-Train Cars	293,432 10
405 Miscellaneous Work Cars	278,264 16
1 Automobile	500 00
Car Float (additional charges)	3,250 92

\$3,719,001 08

Less—Value of Equipment retired during the year as follows:	
28 Locomotives	\$450,536 75
1,023 Freight-Train Cars	574,058 74
54 Passenger-Train Cars	248,825 36
239 Miscellaneous Work Cars	59,238 03
Miscellaneous Adjustments	25,027 39

1,357,686 27

\$2,361,314 81

\$2,361,314 81

\$2,361,314 81

\$2,361,314 81

\$2,361,314 81

For the year ending December 31 1917, maintenance charges, including renewals and depreciation, averaged as follows:

Per locomotive	\$7,239 06
Per locomotive mile	.2226
Per freight car	153 06
Per freight car mile	.0109
Per passenger car, including mail and express	1,563 66
Per passenger car mile	.0159

The foregoing average maintenance charges include a proportion of unlocated expenditures for Maintenance of Equipment charged to Superintendence, Shop Machinery, Injuries to Persons, Insurance, Stationery and Printing, Other Expenses, and Maintaining Joint Equipment at Terminals. Refrigerator cars are not taken into consideration in arriving at freight car averages, such cars being operated by The Santa Fe Refrigerator Despatch Company, which bears the expense of their maintenance.

#### MAINTENANCE OF WAY AND STRUCTURES.

The following statement shows the sums charged to Operating Expenses for Maintenance of Way and Structures during each year since January 1 1896:

Year ending Dec. 31—	Average Operated Mileage.	Total Expenditure.	Expenditure per Mile.
1896	6,445.40	\$5,403,751 63	\$838 39
1897	6,693.71	7,654,938 55	1,143 60
1898	6,957.80	8,524,369 98	1,225 15
1899	7,172.91	6,740,807 30	939 76
1900	7,615.95	6,178,713 71	811 29
1901	7,829.98	6,356,615 52	811 83
1902	7,905.30	7,483,332 45	946 62
1903	8,026.24	9,377,105 12	1,168 31
1904	8,291.92	10,003,808 61	1,206 45
1905	8,366.96	11,961,963 49	1,429 67
1906	8,840.76	13,675,923 37	1,546 92
1907	9,357.51	16,478,532 35	1,761 00
1908	9,610.90	12,034,708 20	1,252 19
1909	9,840.86	15,418,391 84	1,566 77
1910	10,129.49	17,340,730 41	1,711 91
1911	10,465.52	16,941,521 16	1,618 79
1912	10,721.84	16,851,172 84	1,571 67
1913	10,825.72	16,459,551 88	1,520 41
1914	11,012.24	15,727,574 68	1,428 19
1915	11,191.26	17,320,243 25	1,547 66
1916	11,259.31	19,694,632 88	1,749 19
1917	11,284.23	20,162,853 22	1,786 82

#### COMPARISON OF OPERATING RESULTS.

The following is a statement of revenues and expenses of the System for the year ending December 31 1917, in comparison with the previous year:

	Year ending Dec. 31 1917.	Year ending Dec. 31 1916.	Increase.
<b>Operating Revenues—</b>			
Freight	\$116,907,907 93	\$102,732,151 71	\$14,175,756 22
Passenger	35,834,527 55	30,476,908 59	5,357,618 96
Mail, express and miscellaneous	12,787,083 77	11,081,178 05	1,705,905 72
Total oper. revenues	\$165,529,519 25	\$144,290,238 35	\$21,239,280 90
<b>Operating Expenses—</b>			
Maintenance of way and structures	\$20,162,853 22	\$19,694,632 88	\$468,220 34
Maintenance of equipment	27,153,322 66	22,657,796 76	4,495,525 90
Traffic	2,758,803 97	2,714,713 97	44,090 00
Transport'n—Rail line	51,932,093 49	40,411,951 52	11,520,141 97
Miscellaneous operations	202,941 61	23,000 72	179,940 89
General	3,542,175 11	3,176,803 20	365,371 91
Transportation for investment—Cr.	529,311 25	265,411 65	263,899 97
Total oper. expenses	\$105,222,878 49	\$88,413,487 45	\$16,809,391 04
Net operating revenue	\$60,306,640 76	\$55,876,750 90	\$4,429,889 86
Ratio of operating expenses to oper. revenue	63.57	61.27	2.30

The following is a consolidated statement of the business of the System for each year during the period since January 1 1896:

Year ending Dec. 31.	Average Miles Operated.	Gross Revenues, from Other Sources.	Expenses, In- cluding Taxes, Rentals and Other Charges.	Interest on Bonds.	Net Corporate Income.
1896	6,445.40	\$29,940,818 78	\$23,404,876 92	\$5,367,518 07	\$1,168,423 79
1897	6,693.71	35,119,219 40	27,684,296 14	6,612,042 34	\$82,880 92
1898	6,957.80	40,093,294 36	31,018,607 94	7,125,884 47	1,948,861 95
1899	7,172.91	43,152,496 48	23,906,649 27	7,263,197 33	6,977,649 88
1900	7,615.95	49,925,736 16	31,254,188 65	7,575,253 33	11,096,294 18
1901	7,829.98	58,841,037 44	35,927,510 59	7,925,865 03	14,986,661 85
1902	7,905.30	61,273,440 11	37,716,687 78	9,035,140 00	14,521,612 33
1903	8,026.24	67,812,954 24	43,134,248 46	9,203,250 24	15,475,425 54
1904	8,291.92	68,188,401 66	45,489,566 40	9,573,868 32	13,124,966 94
1905	8,366.96	73,555,239 73	40,606,809 28	10,058,919 96	13,889,510 49
1906	8,840.76	85,990,123 42	55,149,858 76	11,097,145 03	19,743,119 61
1907	9,357.51	97,627,214 43	69,206,841 33	11,976,163 82	16,444,209 28
1908	9,610.90	88,824,040 35	59,296,005 61	13,173,664 48	17,354,366 26
1909	9,840.86	101,705,755 25	66,841,556 34	12,813,690 11	22,050,509 80
1910	10,129.49	109,946,754 91	76,396,926 41	12,128,877 98	21,420,950 52
1911	10,465.52	109,291,655 68	77,283,857 59	13,226,125 64	18,781,702 45
1912	10,721.84	116,699,498 83	80,750,564 74	13,940,217 42	22,008,716 67
1913	10,825.72	115,879,945 16	81,789,219 35	13,278,470 79	20,812,255 02
1914	11,012.24	116,586,345 89	81,353,187 69	12,850,771 93	22,382,336 27
1915	11,191.26	126,906,462 97	86,504,630 43	12,662,000 23	27,739,832 31
1916	11,259.31	147,768,093 67	97,281,738 96	12,364,165 51	38,122,189 20
1917	11,284.23	169,423,048 45	119,384,524 40	11,852,976 77	38,185,547 28

The following statement shows the gross operating revenues of the System (exclusive of income from other sources) per mile of road operated for each year since January 1 1896:

Year ending Dec. 31.	Gross Operating Revenues.	Average per Mile of Road.
1896	\$29,777,403 08	\$4,619 95
1897	34,859,822 67	5,207 85
1898	39,875,970 85	5,731 12
1899	42,954,065 78	5,988 37
1900	49,650,495 09	6,519 28
1901	58,404,462 86	7,459 08
1902	59,953,881 69	7,584 01
1903	66,467,613 72	8,281 29
1904	66,974,017 98	8,077 02
1905	72,361,542 69	8,648 49
1906	85,020,066 92	9,616 83
1907	96,846,522 93	10,349 60
1908	89,040,360 10	9,264 52
1909	100,001,066 08	10,161 82
1910	107,771,979 40	10,639 43
1911	106,825,573 62	10,207 38
1912	114,043,934 99	10,636 60
1913	113,574,169 78	10,491 14
1914	114,304,545 92	10,379 77
1915	123,544,313 58	11,039 36
1916	144,290,238 35	12,815 19
1917	165,529,519 25	14,669 10

The following statement shows the development of the freight and passenger revenues of the System since January 1 1896:

Year ending Dec. 31.	Freight Revenue.	Passenger Revenue.
1896	\$20,931,443 59	\$5,851,027 50
1897	25,344,580 53	6,460,546 94
1898	29,046,492 31	7,697,053 49
1899	31,409,527 81	8,674,532 42
1900	35,848,546 89	10,212,903 43
1901	41,721,862 29	12,854,205 17
1902	42,292,799 28	13,503,448 89
1903	47,471,227 46	14,482,816 28
1904	46,050,971 56	15,932,665 52
1905	50,465,144 70	16,789,280 83
1906	59,304,110 28	19,524,183 82
1907	67,542,016 20	22,085,297 04
1908	60,570,817 68	21,574,620 05
1909	68,146,066 74	24,055,458 42
1910	72,449,327 51	26,673,242 40
1911	71,007,138 38	27,256,427 25
1912	76,428,618 30	28,566,873 13
1913	75,090,744 11	29,251,804 56
1914	77,375,745 65	27,625,043 11
1915	82,310,695 89	31,218,885 69
1916	102,732,151 71	30,476,908 59
1917	116,907,907 93	35,834,527 55

#### PROPERTY INVESTMENT AND RATE OF RETURN.

The development of the Company's business and of its efficiency have been due principally to the very large expenditures (over \$343,000,000) which have been made in the extension and improvement of the property since January 1 1896. In order to make such expenditures, your Company has raised since 1896 about \$225,000,000 of "new money" by the sale of capital stock and of bonds which are now outstanding or which (in the case of many of the Convertible Bonds sold) are represented by common stock now outstanding.

The following statement

	<i>Number of Stockholders.</i>	<i>Increase for the Year.</i>
Preferred	17,602	1,003
Common	28,669	3,071
The outstanding Funded Debt of the System (deducting bonds in the treasury) amounted on December 31 1916 to \$297,220,760 60		

The following changes in the Funded Debt occurred during the year:

Obligations Issued—		
California-Arizona Lines First and Refunding Mortgage 4½% Bonds	\$12,228 60	
Obligations Purchased or Retired—		
S. F. & S. J. V. Ry. Co. First Mortgage 5% Bonds	\$51,000 00	
Convertible 4% Bonds	3,878,000 00	
Convertible 5% Bonds:		
Retired	5,142,000 00	
Matured Unpaid transferred to Current Liabilities	201,000 00	
		\$9,272,000 00
Decrease of Funded Debt		\$9,259,771 40
Total System Funded Debt outstanding December 31 1917		\$287,969,989 20

Interest charges for year ending December 31 1918 will be approximately \$11,724,000, or an average monthly charge of about \$977,000. In making this approximation exchanges of Convertible Bonds for Common Stock made since December 31 1917 aggregating \$171,000 are considered.

#### TREASURY.

Neither this Company nor any of its auxiliaries has any notes or bills outstanding.

The Company held in its treasury on December 31 1917 \$37,766,608 06 cash, of which amount a substantial sum was held as banker for its affiliated companies, and also had available \$5,281,000 General Mortgage Bonds, including bonds not yet certified by the Trustee. The Company also had in the treasury unpledged a large amount of stocks and bonds of other companies, of which part are carried in the balance sheet as Investments and part are included under Railroads, Franchises and Other Property. In addition, the Company and its affiliated companies have invested \$18,366,000 in short-term notes and other quickly convertible securities.

#### FUEL RESERVE FUND.

The fund has been increased during the year by appropriations of income as follows:

Amount to credit of Fund December 31 1916	\$1,915,867 01
Added during the year	57,907 11
In Fund December 31 1917	\$1,973,774 12

#### CONSTRUCTION OF NEW LINES.

As stated in the last Annual Report, your Directors fully realize that the time is inopportune for the construction of new lines and no construction, other than that already planned before either the great advance in prices or the declaration of war has been undertaken. The present status of the new lines referred to in the previous report is briefly outlined in the following.

#### BARTON COUNTY & SANTA FE RAILWAY.

Construction of this line extending from Holyrood to Galatia, Kansas, a distance of about 32 miles, has been delayed, but the work is now well under way and the line should be ready for operation in time to handle this season's crops.

#### MINKLER SOUTHERN RAILWAY.

The extension of this line from Lindsay to Porterville, California, a distance of about 12 miles, has been completed and line was placed in operation on January 1 1918. The further extension from Porterville to Ducor, about 13 miles in length, has been delayed, but is now under active construction.

#### NORTH TEXAS & SANTA FE RAILWAY.

This line is being constructed westerly from Shattuck, Ellis County, Oklahoma, to terminus at Spearman, Hansford County, Texas, a distance of about 85 miles. The grading is practically completed and track-laying is in progress. It is expected it will be possible to place the line in operation about July 1 next.

#### OIL CITY BRANCH.

In the last annual report reference was made to negotiations with the Southern Pacific Company looking to the purchase of an undivided one-half interest in this line, extending from Oil Junction to Arroyo, Kern County, California, a distance of 6.35 miles, with a branch of 2.47 miles in length, extending from said line at Treadwell Junction to Porque, Kern County. This purchase has now been approved by the Railroad Commission of the State of California and the transfer is practically accomplished.

#### OSAGE COUNTY & SANTA FE RAILWAY.

Active construction of this line from Owen, Washington County, Oklahoma, to a connection with the Eastern Oklahoma Division of your main line near Fairfax, a distance of about 62 miles, is in progress. On account of the exceptional conditions prevailing at the present time, progress will be somewhat slow and it is not expected that the line can be completed until the early part of next year.

#### SOUTH PLAINS & SANTA FE RAILWAY.

The extension of this line from Lubbock, Texas, southwesterly to a terminus at Seagraves, Gaines County, Texas, a distance of about 64 miles, is nearing completion. Im-

portant towns have been located along the new line and some commercial business is being accepted at the terminus. It is expected the line will be completed and turned over for full operation in the very near future.

#### OKLAHOMA CENTRAL RAILROAD.

As stated in the annual report for the year ending June 30 1915, the property of the Oklahoma Central Railroad was leased on August 1 1914, and since that date has been operated as a part of the System. When the property was thus taken over, option was acquired to purchase the capital stock and income bonds of the company. This option was exercised during the year, and your Company now owns all the junior securities of the Oklahoma Company, and, in addition, approximately 80 per cent of its outstanding first mortgage bonds.

#### ADDITIONAL MAIN TRACK MILEAGE.

The mileage of second tracks in operation as of December 31 1917 was 996.84 miles, with additional tracks under construction as follows:

Camden Junction to Floyd, Missouri	3.46 miles
Wright to Dodge City, Kansas	7.45 "
Decatur to Glorieta, New Mexico	5.19 "
Goff to Bagdad, California	60.77 "
Total	76.87 "

It is expected that this second track work now in progress will be completed during the year, increasing the mileage of second track in operation to 1,073.71 miles.

#### TAXES.

Federal, State and local tax accruals for the year 1917 total \$11,932,360 81, or 19.79% of net operating revenues, and show an increase over the year 1916 of \$5,164,204.78. Payments under the Federal War Revenue Act of 1917 represent the largest part of the increase and form a very substantial part of our taxes. The importance of continued study and effort to prevent wasteful or unproductive expenditures by States and local governing bodies is again emphasized. Both aspects of the situation are clearly shown by the following statistics:

Federal Taxes:	1917.	1916.	Increase.
Income	\$2,506,718 18	\$859,860 51	\$1,646,857 67
Excess Profit	2,144,188 64		2,144,188 64
Capital Stock	170,895 75		170,895 75
Stamp Tax	16,481 14	2,473 71	14,007 43
Total Federal	\$4,838,283 71	\$862,334 22	\$3,975,949 49
State and Local	7,094,077 10	5,905,821 81	1,188,255 29
Grand Total	\$11,932,360 81	\$6,768,156 03	\$5,164,204 78

#### GENERAL.

It is matter of common knowledge that your property has been "taken over" for operating purposes by the Government of the United States. The causes leading to the necessity for this action were not of your making. The compensation to be paid by the Government has not yet been fixed, but as defined by the Railway Control Act is not to exceed a sum equivalent as nearly as may be to the average annual railway operating income for the three years ending June 30 1917. Your Board expects to consummate arrangements by which your interests will be protected.

The Chairman of your Board of Directors, Mr. Walker D. Hines, was early called by the Government to assist in its administration of the railroads. At first this did not seem incompatible with his duties to this Company, but recently he reached the decision that his duty required his resignation from our service and such resignation was accepted with great regret.

Mr. S. T. Bledsoe, Assistant General Solicitor, was appointed General Counsel to succeed Mr. Hines.

Acknowledgment is made of the efficient manner in which officers and employees have discharged their duties throughout the year.

EDWARD P. RIPLEY,  
*President.*

#### GENERAL BALANCE SHEET—EXHIBIT C.

##### INVESTMENTS—NEW ACQUISITIONS.

Expenditures to December 31 1916	\$11,992,854 53
Expenditures during the year ending December 31 1917:	
Grand Canyon Ry.	\$19,784 28
Tie and Timber Lands	481,366 95
Rails and Fastenings leased to various parties	122,232 40
Real Estate held for future use	295,793 06
Cherokee & Pittsburg Coal & Mining Co.	144,750 15
Kansas Southwestern Ry.	18,818 30
Ice Plant, Winslow	77,930 93
Power Plant, Winslow	35,773 57
	\$1,196,449 64

##### Deductions:

Ice Plant, Belen	\$11,521 11
Ice Plant, San Bernardino	64,096 11
Santa Barbara Tie & Pole Co.	15,565 97
	91,183 19
	1,105,266 45
	\$13,098,120 98

#### GENERAL BALANCE SHEET—EXHIBIT D.

##### CAPITAL STOCK DECEMBER 31 1917.

	<i>Issued.*</i>	<i>In Treasury.</i>	<i>Outstanding.</i>
Common	\$220,500,000	\$44,500	\$220,455,500
Preferred	124,199,500	25,800	124,173,700
	\$344,699,500	\$70,300	\$344,629,200

\*Not including \$4,800,000 Preferred Stock placed in special trust for certain purposes by the Reorganization Committee and not yet used nor \$2,486,500 Preferred Stock in custody of the Union Trust Company of New York as Trustee but held subject to the Company's order.

GENERAL BALANCE SHEET—EXHIBIT B.  
EXPENDITURES FOR ADDITIONS AND BETTERMENTS, CONSTRUCTION AND OTHER CAPITAL PURPOSES DURING YEAR  
ENDING DECEMBER 31 1917.

Name of Road.	Additions and Betterments.	Construction.	Other Expenditures.	Total.
Atchison Topeka & Santa Fe Ry.	\$3,881,849 08		\$1,199,741 01	\$2,682,108 07
Atchison Topeka & Santa Fe Ry. (Coast Lines)	3,644,085 14	\$488,037 75		3,644,085 14
Barton County & Santa Fe Ry.	493,279 75			488,037 75
California Arizona & Santa Fe Ry.	35,357 07			496,481 90
Cane Belt RR.	3,903 20			35,357 07
Concho San Saba & Llano Valley RR.	3,341 51			3,903 20
Dodge City & Cimarron Valley Ry.	296,374 18	274 48		3,341 51
Eastern Ry. of New Mexico System.	13,099 80			296,648 66
Garden City Gulf & Northern RR.	25,663 91			26,059 72
Gulf & Interstate Ry. of Texas.	658 37			25,663 91
Gulf & Interstate Ry. of Texas—Santa Fe Dock & Channel Co.	52,323 65			658 37
Gulf Beaumont & Great Northern Ry.	65,542 28			52,323 65
Gulf Beaumont & Kansas City Ry.	781,297 11			65,542 28
Gulf Colorado & Santa Fe Ry.	25,599 62			781,297 11
Jasper & Eastern Ry.	5,467 05	392,119 53		25,599 62
Minidin Southern Ry.		1,284,334 73		397,586 58
North Texas & Santa Fe Ry.	50,982 35	11,642 23		1,284,343 73
Oil Fields & Santa Fe Ry.		871,961 79		39,340 12
Osage County & Santa Fe Ry.				871,961 79
Oklahoma Central RR.			171,882 92	171,882 92
Panhandle & Santa Fe Ry.	89,503 12			89,503 12
Rio Grande El Paso & Santa Fe RR.	25,100 17			25,100 17
Rocky Mountain & Santa Fe Ry.	106,836 74			106,836 74
Santa Fe Land Improvement Co.	2,936,173 70			2,936,173 70
South Plains & Santa Fe Ry.	21,381 81	852,199 15		830,817 34
Texas & Gulf Ry.	6,831 89			6,831 89
Verde Valley Ry.	73,184 93		297,000 00	370,184 93
Western Arizona Ry.	4,188 99			4,188 99
Western Oklahoma Ry.		4,108 45		4,108 45
	\$12,385,588 32	\$3,873,185 75	\$714,696 02	\$15,544,078 05
Deductions:				700,000 00
Land sales.....				\$14,844,078 05

Credits in bold face.

GENERAL BALANCE SHEET—EXHIBIT E—FUNDED DEBT DECEMBER 31 1917.

Class of Bond.	Rate of Interest.	Issued.	In Treasury.	Outstanding.
General Mortgage, due October 1 1995.	4%	\$152,562,500 00	\$1,928,000 00	\$150,634,500 00
Adjustment Mortgage, due July 1 1995.	4%	51,728,000 00	382,000 00	51,346,000 00
Convertible, due June 1 1955.	4%	8,603,000 00		8,603,000 00
Convertible, due June 1 1960.	4%	11,861,000 00		11,861,000 00
Transcontinental Short Line, due July 1 1958.	4%	22,545,000 00		22,545,000 00
California-Arizona Lines, due March 1 1962.	4%	18,324,268 70	14,599 50	18,509,669 20
Eastern Oklahoma Division, due March 1 1928.	4%	9,603,000 00		9,603,000 00
Rocky Mountain Division, due January 1 1965.	4%	3,000,000 00		3,000,000 00
San Francisco & San Joaquin Valley Ry., due October 1 1940.	5%	5,989,000 00	40,000 00	5,949,000 00
Santa Fe Prescott & Phoenix Ry., due September 1 1942.	5%	4,940,000 00		4,940,000 00
Chicago Santa Fe & California Ry., due January 1 1937.	5%	560,000 00		560,000 00
Hutchinson & Southern Ry., due January 1 1928.	5%	192,000 00		192,000 00
Prescott & Eastern RR., due April 1 1928.	5%	224,000 00		224,000 00
Miscellaneous Bonds.	---	2,820 00		2,820 00
		\$290,334,588 70	\$2,364,599 50	\$287,969,989 20

For comparative income account, balance sheet, &c., see company's statement under "Annual Reports" on a previous page.

## SEABOARD AIR LINE RAILWAY COMPANY

### ANNUAL REPORT—FOR THE FISCAL YEAR ENDED DECEMBER 31 1917.

*Portsmouth, Va., April 18 1918.*

To the Stockholders of the Seaboard Air Line Railway Company:

The Board of Directors submits the following report of the operations of your properties for the year ended December 31 1917:

#### INCOME ACCOUNT.

FOR YEAR ENDED DEC. 31 1917, COMPARED WITH YEAR ENDED DEC. 31 1916.

	1917.	1916.	Increase.
Gross Revenue.....	\$30,345,146 01	\$26,184,487 25	\$4,160,658 76
Operating Expenses & Taxes.....	23,097,430 89	18,742,598 01	4,354,832 88
Net Operating Revenue (after Taxes).....	7,247,715 12	7,441,889 24	*194,174 12
Uncollectible Railway Revenue.....	9,833 70	12,890 34	*3,056 64
Operating Income.....	\$7,237,881 42	\$7,428,998 90	*\$191,117 48
Other Income.....	391,375 25	460,431 79	*69,056 54
Gross Income.....	\$7,629,256 67	\$7,889,430 69	*\$260,174 02
Rents and Other Charges.....	261,430 75	210,135 81	51,294 94
Hire of Equipment.....	405,354 28	143,991 87	261,362 41
Applicable to Interest.....	\$6,962,471 64	\$7,535,303 01	*\$572,831 37
Fixed Interest Charges.....	4,858,404 50	4,673,292 39	185,112 11
Balance.....	\$2,104,067 14	\$2,862,010 62	*\$757,943 48
Full 5% Interest on Adjustment (Income) Bonds.....	1,250,000 00	1,250,000 00	
Net Income.....	\$854,067 14	\$1,612,010 62	*\$757,943 48

\* Decrease.

The Gross Revenue increased 15.89 per cent, Operating Expenses increased 23.87 per cent, Taxes increased 14.01 per cent, Operating Expenses and Taxes increased 23.23 per cent.

The Operating Expenses, exclusive of Taxes, were 71.57 per cent of the Gross Revenue, as compared with 66.96 per cent the previous year; and including Taxes, 76.12 per cent of Gross Revenue, as compared with 71.58 per cent for the preceding year.

In common with all other roads, the Company had to meet increased prices in labor and material, due to war conditions. The increase in the prices of these items added to Operating Expenses as follows:

Labor.....	\$1,349,936
Coal.....	813,628
Other material.....	759,935

a total arbitrary increase of \$2,923,499.

If this arbitrary amount be deducted from the Operating Expenses, they would have shown an increase of 7.20 per

cent, instead of the 23.87 per cent, shown above, and the operating ratio, including Taxes, would have been 66.48 per cent, instead of the 76.12 per cent, as compared with 71.58 per cent for the preceding year. These increases were anticipated and this Company, in common with other carriers, filed with the Inter-State Commerce Commission early in the spring a request for an increase of 15 per cent in freight rates. The requested increase was denied by the Inter-State Commerce Commission. The anticipations of the Company, however, as to the situation, were realized, and only by the strictest economy was the property maintained at its former standard without further materially reducing the operating income.

On account of the conditions confronting the railroads of the country, the President took over this property with others by proclamation of December 28 1917, and the details of the contract with the stockholders for the use of the property by the Government are now being worked out.

#### MILEAGE OPERATED.

The mileage of the Seaboard Air Line Railway Company in operation on Dec. 31 1916 was 3,461.34. No changes were made during the year and this total, therefore, remains the same for Dec. 31 1917. Made up as follows:

#### MILEAGE OWNED.

The owned mileage of the Seaboard Air Line Railway Company on Dec. 31 1916 was 3,383.20. Cameron, N. C., to Carthage, N. C., added during the year 10.00

Mileage owned Dec. 31 1917 3,393.20

#### LEASED LINES.

Meldrim, Ga., to Lyons, Ga. 57.65

#### TRACKAGE.

Howells, Ga., to Terminal Station, Atlanta, Ga.....	2.58
Howells, Ga., to Freight Depot, Atlanta, Ga.....	2.84
Hilton, N. C., to Navassa, N. C.....	2.40
At Birmingham, Ala.....	.07
Freight Yard Jct., Birmingham, Ala., to Bessemer, Ala.....	14.88
At Bessemer, Ala.....	.16
Near Mulberry, Fla.....	1.46—82.04

3,475.24

Deduct—Cameron, N. C., to Carthage, N. C., branch, leased to Randolph & Cumberland Railway Co. 10.00

Amelia Beach branch, leased to City of Fernandina, Fla. 2.00

Silver Springs, Fla., branch, leased to Ocklawaha Valley Railroad Co. 1.90—13.90

Total mileage operated Dec. 31 1917 3,461.34

Average miles of road operated during the year 3,461.34

Average miles of road operated shows an increase over previous year of .028%

Sidings (including 24.33 miles on Leased Lines and Trackage) 979.31

## SECOND TRACK.

Between Raleigh, N. C., and Cary, N. C.	9.03
Hamlet, N. C., Northwardly	9.61
At Atlanta, Ga.	2.30
At Birmingham, Ala.	3.05
At Tampa, Fla.	1.32
Total	25.31

## FUNDED DEBT.

The \$688,000 First and Consolidated Mortgage, Series "A," Six Per Cent Bonds sold during previous year and mentioned in last annual report were delivered on January 31 1917.

\$364,000 First and Consolidated Mortgage, Series "A," Six Per Cent Bonds were sold during the year.

An issue of \$4,000,000 Two Year Six Per Cent Secured Gold Notes, dated September 15 1917, payable September 15 1919, redeemable in whole or in part at the option of the Company at 100.5 per cent of the face amount thereof and accrued interest at any time upon thirty days' published notice, secured by the pledge of First and Consolidated Mortgage, Series "A," Six Per Cent Bonds of the Company, were sold during the year for the purpose of providing funds for the acquisition of property, completing, extending or improving its facilities or properties, improving or maintaining its service and for the discharging or lawful refunding of its obligations.

The \$55,000 outstanding Roanoke & Tar River Railroad Company First Mortgage Six Per Cent Bonds maturing April 1 1917, were refunded at maturity by the issue of First and Consolidated Mortgage, Series "A," Six Per Cent Bonds, in accordance with the provisions of the First and Consolidated Mortgage. The holders of the Roanoke & Tar River Railroad Company First Mortgage Bonds were paid in cash and the First and Consolidated Mortgage Bonds received in this transaction were placed in the treasury of the Company.

## EQUIPMENT.

Equipment shown in last annual report as having been undelivered on December 31 1916, under Equipment agreement, Series "R," viz.:

5 Mountain Type Passenger Locomotives

2 Gas Electric Motor Cars

50 Steel Under and Upper Frame Caboose Cars  
were received during this fiscal year.

An equipment agreement, Series "S," was entered into on December 1 1917 for the purchase of:

16 Mallet Type Freight Locomotives.

10 Santa Fe Type Freight Locomotives.

Under said agreement the cash payment of \$604,340 was represented by a deferred certificate which was received into the treasury of the Company and will be pledged under its First and Consolidated Mortgage in accordance with the provisions thereof, and the remainder of the purchase price was represented by Equipment Trust obligations aggregating \$1,200,000, bearing interest at the rate of 6% per annum, payable in twenty semi-annual installments of \$60,000, on the first day of June and the first day of December in each year, commencing June 1 1918, and ending December 1 1927. Of this equipment there was received during the year:

5 Mallet Type Freight Locomotives.

In addition to the equipment named above, the following were purchased and placed in service during the year:

1 Business Car.

2 Barges.

1 Steam Ditching Car.

## MAINTENANCE OF WAY AND STRUCTURES.

## ROADWAY, TRACK AND STRUCTURES.

Roadway, track and structures of the company have been properly maintained at a cost of \$3,215,505 46, which represents an expenditure per mile of \$928.98.

## SIDE TRACKS.

38.45 miles of new sidings and extensions of existing sidings were constructed, and there were deducted by removal and changes of old sidings, 7.53 miles, making a net increase over previous year of 30.92 miles.

There were also constructed 0.39 miles of new sidings on leased lines.

## TIE RENEWALS.

Tie renewals were 1,241,697 cross ties and 751 sets of switch ties, and the cost, \$380,746 09 was charged to Operating Expenses.

## RAIL.

100.10 miles of new 90-lb. steel rail were laid in the main line, releasing therefrom lighter worn rail. There was charged net to Operating Expenses therefor, \$147,829.95, and to Capital Account \$124,585.64.

In addition 32.08 miles of released 60, 70 and 75-lb. steel rail were laid on branch lines, releasing 68-lb. and lighter rail, and there was charged to Operating Expenses therefor, \$24,048.13, and to Capital Account \$28,373.87.

## BALLAST.

91,765 cubic yards of gravel and slag ballast were put under main line track during the year, and of the total cost thereof, \$232,715.65 was charged to Capital Account.

## TRESTLES FILLED.

2,722 lineal feet of wooden trestles were filled in during the year and of the total cost thereof, including culverts, \$8,038.60, was charged to Operating Expenses.

## TRESTLES REBUILT AND BALLAST DECKED.

There were built during the year out of creosoted timber 1,970 lineal feet of ballast decked trestles, replacing old open decked trestles and in addition thereto 1,582 lineal feet of old wooden trestles were driven with creosoted piles and capped for ballast decking this year, and of the total cost thereof \$16,997.88 was charged to Operating Expenses and \$23,748.68 to Capital Account.

## TRESTLES STRENGTHENED.

17 trestles were strengthened for heavy traffic by making them 4-ply chord, at a cost of \$6,587.97 charged to Capital Account.

## BRIDGES.

Work has been done on seven bridges, replacing with steel, or strengthening them for heavier traffic.

Three of these bridges were authorized during the year and all of them have been completed. Of the bridges completed, the principal ones are the three bridges mentioned in last year's report as having been destroyed by the high water of July 1916, and are as follows:

Catawba River, near Mount Holly, N. C., three through truss spans, each 165 feet long and one deck girder span 50 feet long.

Catawba River, near Van Wyk, S. C., four through truss spans, each 147 feet long.

Wateree River, near Camden, S. C., one through truss span 200 feet long.

## RAIL IN MAIN LINE.

The total operated main line single track mileage of the system, 3,461.34 miles, is laid with steel rails of the following weights:

Miles.	Weight. lb. rail.
0.50	91
154.69	"
504.20	85
97.14	"
1,165.43	75
250.48	"
182.63	68
18.87	"
60.19	65
3.95	"
553.91	63.5
210.23	"
259.12	60.5
	and lighter.

Total 34,61.34

The above does not include:

## SECOND TRACK.

Raleigh, N. C., to Cary, N. C.:	
0.18 Miles	90 lb. rail.
7.64 "	85 "
1.21 "	75 "
Northward from Hamlet, N. C.:	
9.09 Miles	90 "
.52 "	75 "
At Atlanta, Ga.:	
2.30 Miles	85 "
At Birmingham, Ala.:	
1.43 Miles	75 "
1.62 "	60 "
At Tampa, Fla.:	
1.32 Miles	75 "

## LINES OWNED BUT NOT OPERATED—LEASED.

Cameron, N. C., to Carthage, N. C., branch:	10.00 Miles	40 lb. rail.
Silver Springs Branch:	1.20 Miles	60 "
Amelia Beach Branch:	.70 "	56 "

## 2.00 Miles

## MAINTENANCE OF EQUIPMENT.

The equipment of the company was fully maintained during the year at a cost of \$5,105,472.29.

Included in the cost of maintenance is \$114,901.58, representing value of equipment destroyed or retired from service during the year and credited to Cost of Equipment.

There was also included in the Cost of Maintenance \$516,321.10 for depreciation, which was credited to Reserve for Accrued Depreciation.

The cost of maintenance per article owned was as follows:

Average cost per annum per Locomotive owned	\$3,626.77
Average cost per annum per passenger car owned	1,095.31
Average cost per annum per Freight car owned	84.15

## GENERAL REMARKS.

The extension from Charleston, S. C., to Savannah, Ga., mentioned in last year's report, has been completed, and will be put into operation January 1 1918, thus providing two separate and distinct main lines between Hamlet, N. C., and Savannah, Ga. Also, the grade revision work between Hamlet, N. C., and Charleston, S. C., previously mentioned, has been completed, and together with above extension, a through line has been obtained from Hamlet, N. C., to Jacksonville, Fla., via Charleston, with a maximum five-tenths per cent grade in both directions. The new portion of the line from Charleston to Savannah has a maximum three-tenths per cent grade line in both directions, which, with the improvements realized from the grade revision between Hamlet and Charleston, will effect a large saving in the handling of traffic between Hamlet and Savannah, and will greatly increase the tonnage per train compared with the tonnage which can be handled via the present Columbia route.

The grade revision work on certain sections of the line between Sanford, N. C., and Hamlet, N. C., mentioned in report of last year, has been completed, thus eliminating two pusher grades and providing a five-tenth per cent grade against northbound traffic and an eight-tenths per cent grade against southbound traffic on these sections. Train operation has thereby been facilitated, hazard reduced, and a saving effected in operating cost.

During the year, a spur track, used and owned jointly by the Southern, Atlantic Coast Line and Seaboard Air Line, has been built to reach the National Army Cantonment located at Columbia, S. C. This spur, together with necessary connecting track, is about 3.64 miles long, and is reached by the Atlantic Coast Line and Southern through direct connections, and by the Seaboard Air Line over approximately 4.81 miles of Southern Railway Company's track. It connects with and serves the yards and tracks built by the Government within the camp reservation. In addition to the main spur and connecting tracks mentioned above, joint yard tracks with a total capacity of approximately 175 cars, were built by the three railways in order to provide adequate operating track facilities.

Two side tracks, having a total capacity of approximately 80 cars, have been constructed at Montgomery, Ala., to serve the National Guard Cantonment at that point.

Construction is now in progress on several important industrial spurs branching off the main line between Charleston, S. C., and Savannah, Ga. These spurs will reach fertile farm lands especially adapted to early vegetable culture, and will be a big factor in the industrial development along this line. A part of these spurs will be completed and put into operation early in the coming year and others will be completed later in the year. All of this work will readily lend itself to plans for further future extensions and developments.

New shop facilities and additions to the present facilities have been provided during the year at Andrews, S. C. This work includes a cinder pit, engine pits, 200 ton coal elevator, sand house, and an extension to the boiler house. In addition, work is now in progress on an eighty foot turntable, oil house, and water facilities for both fire protection and service purposes, all of which will be completed during the coming year.

A coach shop and an upholstery shop, both equipped with automatic sprinklers, have been built during the year, at Portsmouth, Va., to replace old building destroyed by fire. New and modern machinery has also been installed, thus providing facilities for repairing coaches at the north end of the Company's line.

In order to accommodate the large locomotives recently purchased, it was necessary to lengthen the roundhouses and provide engine pits of greater length at Hermitage, Va., Raleigh, N. C., and Hamlet, N. C. This work is now in progress and will be completed during the early part of the coming year. Also, three additional engine pits of sufficient length have been provided at Monroe, N. C., to accommodate these engines.

A new cinder pit has been built at Raleigh, N. C., during the year. Also, there is now under construction a coal elevator of 200 tons capacity and a sand house. This work will replace structures destroyed by fire and, when completed, will greatly facilitate the handling of locomotives at this terminal.

New turntables, 100 feet long and of sufficient capacity to turn the largest locomotives in the service of the company, have been provided at Hermitage, Va., Raleigh, N. C., Hamlet, N. C., and Monroe, N. C. A released turntable, 65 feet long, has been installed at Georgetown, S. C.; 85-foot turntables, released from service elsewhere, are now being installed at Abbeville, S. C., Howells, Ga., and Birmingham, Ala., and one 80 feet long, previously referred to, is being installed at Andrews, S. C.

The new shop facilities and additions to the old facilities to serve the Car and Locomotive Departments at Howells, Ga., mentioned in last year's report, have been completed.

An extension has been built to the boiler house at the Savannah Shops in order to take care of the additional boilers installed during the year.

The oil house and platform at Jacksonville, Fla., has been extended during the year to provide adequate storage facilities at this location.

The rearrangement and extension of the train yard at Raleigh, N. C., mentioned last year, has been completed. This increases the capacity of the yard to 625 cars.

The second main track at Raleigh, N. C., from the south end of the train yard to a connection with the existing Raleigh-Cary double track, mentioned in report of 1916, has been completed. This adds 1.44 miles to the operated second track mileage of the system and provides a continuous double track from the train yard to Cary, N. C.

In connection with the above second track, it was necessary to enlarge and revise the mechanical interlocking plant with the Southern and Norfolk-Southern Railways at Raleigh, N. C. This work has been practically completed and the plant is now in operation.

Two train yard tracks, having a total capacity of approximately 200 cars, have been built during the year at Andrews, S. C. Work is now in progress on an extension to the yard at Hermitage, Va., and will be completed during the coming year. The extensions to the yards at Monroe, N. C., Howells, Ga., and Charleston, S. C., mentioned in last year's report, have been completed and put into operation.

A storage yard has been constructed at Savannah, Ga., to be used in connection with the cotton storage warehouses of the Savannah Warehouse & Compress Co. This yard has a storage capacity of approximately 245 cars, and is owned and operated jointly by the five railroads serving these warehouses.

The elimination of the long wooden trestle at Woodall Creek, near Howells, Ga., is now in progress, and will be completed during the coming year. This trestle is approximately 925 feet long, and has a maximum height of about 60 feet. It will be replaced by earth fill and a five-barrel reinforced concrete culvert.

Work is now in progress on the protection of the foundations for Bulk Storage Warehouses No. 1 and No. 2, at Jacksonville, Fla. This consists of providing a bulkhead around the buildings and filling within this area, also in replacing with creosoted piles a portion of the present untreated piles. This work was necessary in order to protect this property from the action of the teredo in these waters.

A new passenger station has been built at Roanoke Junction, N. C., and the ones at Florence, S. C., and Manatee, Fla., mentioned last year, have been completed. Additions and improvements have been made to the passenger station at Southern Pines, N. C., and the remodeling and extending of the passenger station at Charlotte, N. C., mentioned in last year's report have been completed.

The Union Passenger Stations at Cary, N. C., Rochelle, Ga., and Ocala, Fla., all of which were mentioned last year, have been completed.

An umbrella shed for passenger service has been built during the year at Americus, Ga., and the one at Oliphant, Fla., has been completed. Also, a concourse shed has been built at Portsmouth, Va.

Combination passenger and freight stations have been provided at Pendleton, N. C., Andrews, S. C., Ellabelle, Ga., Emory, Ga., and Yulee, Fla., and the one at Bee Ridge, Fla., previously mentioned, has been completed. Also, the present combination depot at Ragland, Ala., is now being moved and enlarged. This work will be completed during the coming year.

The freight depot at Helena, Ga., mentioned in report for last year, has been completed. The existing freight depot at Fernandina, Fla., has been taken down to permit of industrial development on its site, and rebuilt in a new location.

The old storage warehouse, No. 6, at Portsmouth, Va., is now being remodeled and rearranged to provide adequate offices for the forces of the Forwarding Agent.

Construction is now in progress, renewing that portion of the Maxwell Lumber Dock at Jacksonville, Fla., fronting 740 feet on the river and 105 feet wide. This work will be completed early in the coming year.

Work is now in progress on a new fireproof pump and boiler house for fire protection purposes at the Hutchinson Island Terminals, Savannah, Ga. Also the fire protection system is now being revised to give an improved fire fighting plant for these terminals. The entire layout will be completed and put in operation during the first part of the year.

Additional fire protection facilities have been installed during the year at the shops at Hermitage, Va., and Tampa, Fla., and those at the Savannah Shops, mentioned in last year's report, have been completed.

Important paving and street work has been done at Monroe, N. C., Greenwood, S. C., Columbus, Ga., Starke, Fla., Tampa, Fla., and at several other points on the system, to comply with municipal requirements.

The work of putting permanent concrete lining in the remaining portion of Divide Tunnel on the Birmingham line has been completed during the year.

A mechanical interlocking plant has been installed at Claxton, Ga., to protect the crossing of the Shearwood Railway. 1 track scale was rebult on concrete foundation and steel "I" beams, replacing wood.

10 old water tanks were replaced, 8 with new 50,000-gallon tanks and 2 with new 30,000-gallon tanks and suitable pumping facilities provided.

112 industrial sidings and extensions to industrial sidings already existing have been constructed or are in process of construction.

14 depots and freight stations have been constructed or substantially added to during the year or are in process of construction.

51 passing tracks have been constructed, or extended, or are in process of construction.

7 yard tracks were rebuilt during the year.

The work of the Valuation Committee created as a result of the passage of Section 19-A of the Federal Act to Regulate Commerce was continued during the year at a cost of \$84,761.42, which was charged to Operating Expenses.

The Development Department of the road, which is maintained to attract settlers and industries to the territory served by the Seaboard, was successfully carried on with gratifying results during the year.

#### CHANGES IN ORGANIZATION.

Effective September 1 1917, Judge Legh R. Watts, at his request, was relieved from the office of General Counsel and appointed Consulting Counsel. Mr. E. Marvin Underwood was appointed General Counsel.

Effective June 15 1917, Mr. L. C. Fritch was appointed General Manager.

The Board records its thanks and appreciation to the officers and employees for the faithful discharge of their duties during the year.

By order of the Board:

W. J. HARAHAN, President.

[For comparative Income Account, Balance Sheet, &c., see company's statement under "Annual Reports" on a previous page.]

## TIDE WATER OIL COMPANY

TWENTY-NINTH ANNUAL REPORT—FOR FISCAL YEAR ENDING DECEMBER 31 1917.

## PRESIDENT'S REPORT.

*To the Stockholders of the Tide Water Oil Company;*

As the present officers of your Company were first elected to the positions they now hold in May, 1907, and the Company has therefore been under their direction for ten years, it seems fitting to review the progress made during that period. The following notes the changes as succinctly as possible:

	Dec. 31 1907.	Dec. 31 1917.
Capital Stock Issued	\$19,967,500 00	\$31,900,000 00
Total Assets of Tide Water Oil Company and Subsidiaries	\$22,976,700 00	\$50,563,377 91
Total Number of Stockholders	258	1,438
Highest Price Paid for Stock during the Year	\$100 00	\$240 00
Plant Investment (Less Depreciation)	\$5,577,000 00	\$9,680,000 00
Acreage of Plant	92	122
Crude Oil Run During Year	2,737,000 bbls.	3,997,000 bbls.
Value of Products Sold During Year	\$10,986,000 00	\$22,959,635 39
Earnings of Tide Water Oil Company and Subsidiaries before Federal Tax Deduction	\$3,123,000 00	\$11,620,556 28

In general the capacity of the Plant has been approximately doubled in all departments except that of burning oil. Sixty Burton Pressure Stills for making gasoline from low-grade distillates have been erected or are in process of erection; a new concrete Barrel Factory, with a capacity of 4,000 barrels per day, has been put up to replace the wooden factory of 2,500 barrels per day capacity, which burned in 1912; and the Filtering Plant has been increased from six to sixty filters.

## THE TIDE WATER PIPE COMPANY, LIMITED.

In 1907 the main trunk line ran from Rixford, Pennsylvania, to Bayonne, New Jersey, a distance of 287 miles. It now runs from Stoy, Illinois, to Bayonne, or a distance of 833 miles. Including loop lines laid to increase capacity, the total main trunk line mileage is 1,175.83. All but thirty-five miles of the old line is now double.

	Dec. 31 1907.	Dec. 31 1917.
Value of Plant and Equipment	\$4,086,000 00	\$10,720,000 00
Crude Oil Delivered to Bayonne During Year	2,711,990 bbls.	3,818,776 bbls.
Crude Oil in Stock and Owned by the Company	455,000 bbls.	1,452,000 bbls.

In 1907 the pump stations were all of wood, and having stood twenty to thirty years, needed replacement. These are all now substantial brick buildings; fourteen new brick stations have been built on the Western Line and seventy-six dwellings have been erected or purchased for our employees.

## ASSOCIATED PRODUCERS COMPANY.

## TIDAL OIL COMPANY.

In 1907 the Associated Producers' Company had not entered the Illinois field, but its Western division, later made a separate company and now called the Tidal Oil Company, had developed the Corbray Farm in the Glen Pool in Oklahoma, one of the best properties the Company ever owned.

The changes in the Tide Water Oil Company's producing interests in these ten years show as follows:

	1907.	1917.
Total Net Production	1,564,000 bbls.	3,763,000 bbls.
Value at Wells	\$786,000 00	\$7,525,000 00
Number of Wells	509	4,114
Net Daily Average Production for December in Each Year	1,514 bbls.	8,968 bbls.

## CRUDE OIL PRICES.

The year which saw the entry of the United States into the Great War was naturally one of high prices. The changes in the price at the well of crude oil in fields where your Company is producing were as follows:

	January.	December.
Pennsylvania	\$2.85	\$3.75
Illinois	1.62	2.12
Oklahoma	1.40	2.00
The average prices obtained by the Associated Producers Company and the Tidal Oil Company for their crude oil during the years 1916 and 1917 is shown by the following table:		
1916	\$2.55	\$1.68
1917	3.29	2.03
Increase	.74	.35

## REFINERY OPERATIONS.

During the year, the Refinery ran crude oil as follows:

Pennsylvania	1,261,063.55 Barrels
Illinois	1,281,350.42 "
Oklahoma	1,455,308.12 "
Total	3,997,722.09 "

being 82,543.02 barrels more than was run in 1916.

The Profit from Operations of the Tide Water Oil Company alone, for the past two years is as follows:

	Depreciation on	Plant and Equipment.	Federal Taxes.	Net Profit.
1916	\$3,166,742.49	\$530,445.86	\$123,448.00	\$2,512,848.63
1917	4,420,505.20	610,073.15	762,195.93	3,048,236.12
Increase	\$1,253,762.71	\$79,627.29	\$638,747.93	\$535,387.49

The amounts charged to new construction and replacements and renewals since 1908 are as follows:

	1908-1916.	1917.	Total.
New Construction	\$3,255,226.00	\$1,342,838.36	\$4,598,064.36
Replacements and Renewals	1,070,863.53	88,328.65	1,159,192.18
Total	\$4,326,099.53	\$1,431,167.01	\$5,757,256.54

During the same period there has been expended for Fire Protection:

1908-1916.	1917.	Total.
\$182,644.15	\$76,584.59	\$259,228.74

The fire loss during the year amounted to \$6,358.55, which was charged against profits in addition to \$60,000 credited to Insurance Fund as a reserve to take care of future losses.

## THE TIDE-WATER PIPE COMPANY, LIMITED.

The amount expended on new construction during the year was \$726,080.58, of which \$319,857.44 was for Trunk Line Loops, \$194,605.34 for additional Pumps and Engines and Station Equipment, \$60,106.49 for Dwellings, \$69,168.12 for Tanks, \$26,933.93 for additions to Pump Houses and \$55,409.26 for additions to other property.

The Profit from Operations for the past two years is:

	Gross Profit.	Depreciation on Line and Equipment.	Federal Taxes.	Net Profit.
1916	\$2,105,578.11	\$423,668.47	\$33,638.18	\$1,648,271.45
1917	2,371,116.78	499,253.58	340,000.00	1,531,863.20
Increase	\$265,538.67	\$75,585.11	\$306,361.81	\$116,408.25
Decrease				

## ASSOCIATED PRODUCERS COMPANY.

The Profit from Operations for the past two years is as follows:

	Gross Profit.	Depreciation on Property and Equipment.	Federal Taxes.	Net Profit.
1916	\$1,125,455.20	\$262,927.85	\$13,750.00	\$848,777.35
1917	1,270,103.46	423,724.14	193,673.72	652,705.60
Increase	\$144,648.26	\$160,796.29	\$179,923.72	\$196,071.75
Decrease				

The Company during the year purchased leases covering 350 acres in the Illinois Division, with 43.62 oil wells, at a cost of \$33,000, and leases on 4,052 acres in Kentucky and Tennessee with 12 oil wells, costing \$170,000.

The following is a summary of acreage and wells operated:

	Acreage.	Wells.
Eastern Division	10,424	460.55
Illinois Division	11,806	1,452.13
Kentucky Division	4,052	12.00
Total	26,282	1,924.68

## TIDAL OIL COMPANY.

The Profit from Operations for the past two years is:

	Gross Profit.	Depreciation on Property and Equipment.	Federal Taxes.	Net Profit.
1916	\$9,058,962.12	\$2,593,819.30	\$136,950.12	*\$6,328,192.70
1917	5,650,886.44	2,068,494.15	914,568.86	2,667,823.43
Decrease	\$3,408,075.68	\$525,325.15	\$777,618.74	\$3,660,369.27
Increase				

\* Includes \$5,501,491.49 profit from sale of Hominy property.

During the year the Company purchased 5,794.43 acres of developed fee lands and leases in the Oklahoma field, having 375 wells with a daily production of 2,807.14 barrels. The properties cost \$3,308,159.36.

The following is a summary of acreage and wells operated:

	Acreage.	Wells.
Fee	6,162.37	300.25
Leases	36,334.46	1,889.41
Total	42,503.83	2,189.66

## VEEDOL DEPARTMENT.

For more than twenty-nine years the Tide Water Oil Company owned the Platt & Washburn Refining Company, an organization engaged in selling oil—principally lubricants—to the consuming trade. The business of that company was small until 1913, when the management was changed and it was determined to make a drive to gain a prominent place in the trade for high-grade automobile oils and greases. A competent automobile engineer was employed and an elaborate series of tests made to determine the qualities of the oil to be sold, and we believe we succeeded in making the best all-round automobile oil on the market. The name "Veedol" was coined and copyrighted, and an extensive advertising campaign undertaken. The sales at first were small, but last year more than \$1,250,000 of products were sold. Veedol is now very generally on sale in the United States and Canada, and a considerable quantity has been shipped to Cuba and South American countries. In all it is handled by about 300 jobbing houses.

As of December 31 1917, the Platt & Washburn Refining Company was dissolved and the business henceforth will be run as the Veedol Department of the Tide Water Oil Company. In addition to Veedol products this department is selling in Greater New York a high-grade gasoline known by the copyrighted name of "Tydol."

## GENERAL.

The Net Earnings of the Tide Water Oil Company and subsidiary companies for the past two years, have been:

	1917.	1916.	Increase (+) or Decrease (-).
Tide Water Oil Co.	\$3,048,236.12	\$2,512,848.63	+\$535,387.49
† Tide-Water Pipe Co., Ltd.	1,524,020.06	1,639,865.27	-115,845.21
† Associated Producers Co.	1,202,845.66	746,456.14	+1,274,389.52
Tidal Oil Co.	2,267,649.98	5,664,144.71	-3,396,494.73
Other Subsidiaries	* 6,711.35	459,392.91	-466,104.26
Total	\$8,854,040.47	\$11,022,707.66	-\$2,168,667.19

\* Proportion due outside stockholders deducted.

Includes \$1,374,475 appreciation by adjustment of excess depreciation in prior years.

\* Loss.

## DIVIDENDS.

Cash dividends aggregating 19%, amounting to \$6,0

## TIDE WATER OIL COMPANY.

INCOME ACCOUNT, 1917.

Gross Sales.	\$22,959,635 39
Cost of Sales:	
Crude Stocks and Products Used	\$12,726,342 84
Manufacturing Expense	2,884,689 17
Cost of Containers and Merchandising Expense	2,417,730 51
	18,028,762 52
Gross Profit.	\$4,930,872 87
Other Income.	519,417 99
General Expenses.	\$5,450,290 86
Income before Depreciation and Federal Taxes	1,029,785 66
Depreciation.	\$610,073 15
Federal Taxes.	762,195 93
	1,372,269 08
Net Income.	\$3,048,236 12
Dividends from Subsidiary Companies.	3,938,215 00
Total Income for the Year 1917.	\$6,986,451 12

## SURPLUS ACCOUNT.

Balance, Dec. 31 1916.	\$11,413,439 89
Income for the Year 1917.	6,986,451 12
	\$18,399,891 01
Less Dividends:	

Stock Dividend.	\$2,900,000 00
Cash Dividends.	6,060,656 00
Balance, Dec. 31 1917.	\$9,439,235 01

## GENERAL BALANCE SHEET DEC. 31 1917.

## ASSETS.

Fixed Assets and Investments:	
Property and Equipment.	\$9,680,086 88
Less: Reserve for Depreciation.	1,511,522 20
	\$8,168,564 68
Stocks of Subsidiary Companies.	20,079,137 47
Liberty Bonds.	523,000 00
Other Investments.	252,061 93
Total Fixed Assets and Investments.	\$29,022,764 08
Current Assets:	
Cash.	\$947,019 19
Short Term Securities.	3,673,088 64
Accounts and Notes.	2,352,412 93
Products, Finished and in Process.	3,041,392 38
Crude Oil Stocks.	478,550 64
Supplies and Materials.	1,772,207 88
Total Current Assets.	12,264,671 66
Due from Subsidiary Companies.	1,150,537 22
Deferred Items.	273,771 18
Total Assets.	\$42,711,744 14
LIABILITIES.	
Current Accounts Payable.	\$372,208 72
Accrued Taxes.	700,300 41
Total Liabilities.	\$1,072,509 13
CAPITAL STOCK AND SURPLUS.	
Capital Stock.	\$31,900,000 00
Reserve for Fire Losses.	300,000 00
Surplus.	9,439,235 01
Total Capital Stock and Surplus.	\$41,639,235 01
	\$42,711,744 14

## TIDE WATER OIL COMPANY AND SUBSIDIARIES.

## CONSOLIDATED INCOME AND SURPLUS ACCOUNT, 1917.

Total volume of business done by the Tide Water Oil Co. and its subsidiaries during the year, as represented by their combined gross sales and earnings, exclusive of inter-company sales and transactions.	\$32,811,473 25
Total expenses incident to operations, including repairs, maintenance, pensions, administration, insurance and all other charges, exclusive of depreciation and Federal taxes.	17,667,488 24
Earnings from Operations.	\$15,143,985 01
Depreciation Charged Off.	3,684,949 95
Federal Taxes.	2,245,832 59
	5,930,782 54
Net Earnings from Operations.	\$9,213,202 47
Income from Investments.	161,521 22
Total Income for the Year 1917.	\$9,374,723 69
Less Outside Stockholders' Proportion.	520,683 22
Tide Water Oil Co. Stockholders' Proportion of Net Income for Year 1917.	\$8,854,040 47
Surplus, Jan. 1 1917.	13,023,616 97
	\$21,877,657 44
Less Dividends:	
February, 1917, 10% (Stock).	\$2,900,000 00
March, " 2%	637,888 00
June, " 7%	2,232,853 00
September, " 5%	1,594,950 00
December, " 5%	1,594,965 00
	— 8,960,656 00
Surplus, Dec. 31 1917.	\$12,917,001 44

## CONSOLIDATED GENERAL BALANCE SHEET DEC. 31 1917.

## ASSETS.

Fixed Assets and Investments:	
Properties and Equipment:	
Refining and Gasoline Plants.	\$10,637,862 54
Pipe Lines.	10,755,289 47
Oil-Producing Properties.	17,574,845 61
Railroad and Lighterage Properties.	521,806 01
Timber Properties.	323,832 68
	\$39,813,636 31
Less: Reserves for Depreciation.	7,838,797 83
Total Properties and Equipment.	\$31,974,838 48
Other Investments.	775,062 93
Total Fixed Assets and Investments.	\$32,749,901 41
Current Assets:	
Cash.	\$1,290,290 55
Short-Term Securities.	3,673,088 64
Accounts and Notes.	3,552,303 40
Prepayments.	49,057 89
Crude Oil and Products.	7,281,987 45
Supplies and Materials.	1,966,748 57
	17,813,476 50
Total Current Assets.	\$50,563,377 91

## LIABILITIES.

Current Accounts Payable.	\$1,190,936 06
Accrued Taxes.	2,180,536 39
Minority Interests in Subsidiary Companies.	1,898,944 71
Deferred Items.	46,027 15
Total Liabilities.	\$5,316,444 31
CAPITAL STOCK AND SURPLUS.	
Capital Stock.	\$31,900,000 00
Reserve for Fire Losses.	429,932 16
Surplus.	12,917,001 44
Total Capital Stock and Surplus.	45,246,933 60
	\$5,563,377 91

## The Commercial Times.

## COMMERCIAL EPITOME.

Friday Night, May 17 1918.

Civilian business is still compressed oftentimes within comparatively moderate limits, owing to the expanding needs of the Government in prosecuting the war. Yet purely commercial transactions, where there is any opportunity at all, make no bad showing. The stress, however, is now on essential lines of business. Non-essentials are being relegated more and more to a subordinate place in the business of the country. For there is a growing scarcity of labor. The question is how this is to affect trade, manufacturing and agriculture as time goes on. American ingenuity may yet be taxed to its utmost to solve this problem. Enormous armies are to be raised, and there must be an army of workmen back of them. Everywhere there is increasing tendency to utilize the labor of women where it is at all available. And young men under the draft age are being called for in increasing numbers in a hundred lines of business. The scarcity of raw materials, as well as labor, is still a factor which cannot be ignored. And though transportation is in better shape, some branches of business still complain that cars are in an insufficient supply. Costs are increasing as wages advance. New Bedford cotton hands want an increase of 25%. The commonest kind of labor at the South demands and receives wages unheard of for generations past. Yet, despite all drawbacks, seasonable commodities meet with better demand, owing to favorable weather in many parts of the country, though here in the East it has latterly been abnormally cool. The Government steel requirements are enormous, far larger, it appears, than was recently supposed. They may require much of the attention of the mills for the next six months. Yet, some of the mills are running on double shifts. Of course civilian business in steel and pig iron must wait. Purchases of lard and meats by the United States Government for export to Great Britain France and Italy of late have, it is stated, been more than 200,000,000 pounds. Prices for cattle have reached a new high level. There may be a sharp reduction in the output of passenger automobiles on the demand of the Government with a view of saving rubber. It is said that in 1917 no less than 200,000 tons of rubber were imported, of which 70% was used for making tires. Shipbuilding is being pushed and the schedule may be increased, it is said, some 50% during the coming year, if possible. The recent sharp stimulation of shipbuilding in this country has elicited warm praise from General Pershing. As to the crops, the condition of winter wheat has continued to improve, and the outlook is favorable for spring wheat, the weather having latterly been good both for germination and growth. The seeding of oats is nearing completion in the northern limit of the country and the outlook is generally satisfactory. The rice crop, as a rule, looks well and flax seeding is progressing in northern North Dakota and Montana. Of late the weather has been generally favorable for potatoes and the truck crops and gardens have made good growth in most parts of the country. The harvesting of early truck crop is in progress in all Southern States as far north as Virginia. Sugar cane and sugar beets have made good growth and the tobacco crop started well in the northern district. Grass fields and pastures have been much benefited by recent weather. Alfalfa is being cut in the extreme Southwest. Corn is improving in the South, with more favorable temperatures and planting has made good progress in the central districts of the belt, except where hindered by heavy rains. It looks as though the wheat crop might with average weather reach one billion bushels. And the outlook for the cotton crop is better. Last week's Government report was the best thus far issued this season. Cotton has recently declined 2½ cents per pound. Grain prices have also declined and the same is true of some kinds of provisions, while there is an oversupply of substitutes for flour. And the notable activity and advance at the New York Stock Exchange and the promise of big grain crops have naturally had an inspiring effect throughout the American world of business.

LARD lower; prime Western, 24.90@25c.; refined to the Continent, 27.25c.; South American, 27.65c.; Brazil, 28.65c. Futures declined, partly owing to the stand taken by the Food Administration against high prices. That certainly caused very heavy liquidation and sharp declines in lard, ribs and pork. The Food Administration will regard any increase by packing houses, which during 1918 had been allotted orders for pork products from many of the Allied nations of the price of pure pork products to retailers in the United States over the price charged by such licensees on May 1st, as exorbitant and unreasonable and a violation of general rule, unless such increase is justifiable and is first submitted to the United States Food Administration with an explanation of the reason therefor. Packing houses are notified to report on or before May 20 their scale of prices now charged to retailers for pure refined lard, as well as meats. To-day prices advanced, shorts covering freely with hogs 10 to 15 cents higher at one time though reacting later. Prices are much lower for the week.

DAILY CLOSING PRICES OF LARD FUTURES IN CHICAGO.

Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
May delivery.....cts. 24.87	24.77	24.37	24.65	24.50	
July delivery.....25.27	25.25	24.75	24.90	24.60	24.75

PORK lower; mess, \$52.50@\$53; clear, \$47@\$52. Beef products steady; mess, \$32@\$33; extra India mess, \$56@\$57. Cut meats firm; pickled hams, 10 to 20 lbs., 25½c.; pickled bellies, 33c. The Government will not allow prices of meats to be raised from the level which prevailed on May 1 unless packing houses, &c., can show cause why such increases in prices shall be made. It notifies these packing house licensees that they shall each report to the Meat Division, Washington, on or before May 20 1918 its scale of prices now charged to retailers for the following commodities, such report to be on packing house basis unless otherwise specifically shown: Fancy brand hams, breakfast bacon, standard brand hams and bacon, also differential on skinned hams and pure refined lard. The licensee shall not any day sell or offer cured pork products at higher levels of price at one branch house in the United States than in another, proper allowance being made for difference in cost of transportation and service. To-day July pork touched \$41.90 and reached \$42.85, but ended at \$42.05, a decline of \$3.70 for the week. Butter, creamery, 47@47½c. Cheese, flats, held, colored, specials, 25½@26c. Eggs, fresh, 37½@38c.

COFFEE easy; No. 7 Rio, 8¾c.; No. 4 Santos, 10½c.; fair to good Cucuta, 11½@12½c. Futures have fluctuated within such narrow bounds as to cause little discussion. The members of the Exchange were addressed on the 14th inst. by E. F. Holbrook, who has charge of supply of coffee to the United States Government. He asked the trade in green coffee to submit offerings on the basis of No. 4 Santos at 10¼ cents, net cash for delivery at the nearest roasters. The Government, it is supposed, still intends to buy direct from Brazil, but is making provision against accidental delays. Roasting plants will be established in France. The trade does not like the idea of supplying coffee at 10¼c. net cash delivered. It thinks the price is nearly ¾ to 1 cent per pound too low as based on present prices in Brazil, bearing in mind the cost of handling. But Mr. Holbrook intimated that if the trade is not willing to make offerings to the Government on the basis of 10¼ cents, the green coffee may be commandeered and a reasonable profit allowed the owner. Meanwhile the scarcity of shipping alone prevents the supply in the United States being greatly increased. The stock at Santos is 3,551,000 bags, against only 1,355,000 bags a year ago. At Rio the stock is 744,000 bags, against 119,000 at this time last year. At New York, on the other hand, the supply of Brazil coffee is 1,062,610 bags, against 1,774,451 bags at this time last year. To-day prices closed 1 point higher to 8½ points lower. They are lower for the week.

May	cts. 8.14@8.15	Septem'r cts. 8.36@8.38	December cts. 8.51@8.52
June	8.20@8.21	October 8.41@8.42	January 8.57@8.58
July	8.25@8.27	November 8.46@8.47	February 8.63@8.64
August	8.31@8.32		March 8.69@8.71

SUGAR firm; centrifugal, 96-degrees test, 6.005 c.; granulated, 7.45c. Cuban exports last week increased nearly 20,000 tons over those of the previous week and the production is declining. On the other hand, the total receipts at Cuban ports last week were 115,944 tons, a decrease within a week of 14,000 tons. But the exports were 99,958 tons, or in exact figures 19,837 tons larger than in the previous week. Of this quantity 69,632 tons were shipped to the United States Atlantic ports, or 18,109 tons more than in the previous week. The number of centrals now grinding is only 168, a loss of 13 for the week. The stock at all Cuban ports is now 1,079,025 tons, a trifling gain for the week, whereas two years ago the total was 942,333 tons. The weather in Cuba has latterly been fine. Further large purchases have been made of Cuban raw sugar for May shipment by the International Committee. That is to say, 308,100 bags were taken early in the week at the established price 4.985c., cost and freight or 6.005c., c.i.f. basis of 96-degrees centrifugal. It makes the total thus far this month about 186,000 tons. Refined has been quiet. The scarcity of bags and barrels has interfered with business somewhat. But the trade seems to be pretty well supplied for the time being and the demand is less urgent.

OILS.—Linseed steady; city, raw American seed, \$1.57@\$1.58; Calcutta, \$1.50. Lard, prime, \$2.30. Cocoanut, Cochin, 18½@19c. Ceylon, 17@17½c. Soya bean, 19@19½c. Spirits of turpentine, 50@50½c. Strained rosin, common to good, \$7.50. Cottonseed oil, prime crude, southeast, 17.50c.

PETROLEUM firm; refined, in barrels, \$13.30@\$14.30; bulk, \$6.50@\$7.50; cases, \$16.75@\$17.75. Naphtha, 73 to 76 degrees, in 100-gallon drums and over, 54½c. Gasoline firm; motor gasoline, in steel barrels, to garages, 24c.; to consumers, 26c. Gasoline, gas machine, steel, 41c.; 72 to 76 degrees, 33@39c. Shipments of lubricating oil and naphthas to the Allies are heavy. Meanwhile, development work is increasing where possible. It is somewhat retarded by the shortage of water. Good wells are reported in the Youngstown pool, Okmulgee County, Okla., one coming in at 750 bbls. daily. Two strikes were reported in the Billings field of Noble County, Okla., credited with starting at 1,200 and 1,000 bbls. Wildcat tests continue in Texas fields. Mr. Mark L. Requa, oil director of the Fuel Administration, is considering issuing an order prohibiting the use of fuel oil in parts of the Pacific Northwest to relieve the shortage in California. More than 1,500,000 bbls. of oil a month would be diverted to California if this were done.

Pennsylvania dark	\$4.00	South Lima	\$2.38	Illinois, above 30 degrees	\$2.42
Cabell	2.77	Indiana	2.28	Kansas and Oklahoma	2.25
Crichton	1.40	Princeton	2.42	Caddo, La., light	2.25
Corning	2.85	Somerset, 32 deg.	2.60	Caddo, La., heavy	2.25
Wooster	2.68	Ragland	1.25	Canada	2.68
Thrall	2.25	Electra	2.25	Healdton	1.45
Strawn	2.25	Moran	2.25	Henrietta	2.25
De Soto	2.15	Plymouth	2.33		
North Lima	2.38				

TOBACCO has been firm, but trade has been restricted by the scarcity of supplies. In fact it is the old trouble. How soon it is to be remedied remains to be seen. The situation as regards imported tobacco shows no change. But it is hoped that measures will be taken to bring about an increase of supplies in these times when the consumption of both domestic and foreign tobacco is so large, both for army and civilian use. The War Trade Board has given the Sumatra Purchasing Corporation permission to import 24,000 bales of Sumatra wrapper tobacco and 4,000 bales of wrapper leaf. Also it is stated that the Sumatra Purchasing Corporation has agreed to sell all of the 24,000 bales, each containing 170 pounds, at \$2.50 a pound, plus \$1.85 duty. Imported Sumatra wrappers have been selling at \$3.50 a pound plus duty. The American Sumatra Tobacco has been charging, it is said, \$4 a pound for its domestic-grown wrapper tobacco. To the Java Corporation licenses are issued to import 5,000 bales of Java tobacco. All this tobacco had been loaded on Dutch ships when restrictions against importation of tobacco went into effect. The licensees of the first two consignments are in the name of Henry M. Buys. The Florida, Georgia and New England crops of American Sumatra Tobacco Co. promise, it is said, to be the best the company has ever had. The Florida crop will be gathered in two or three weeks. Last year American Sumatra had 800 acres in tobacco in Florida, whereas this year it will have 1,250 acres.

COPPER continues quiet at 23½c., awaiting Government action on the question of raising the price. Refined copper is scarce, owing to the lack of labor, rather than to any shortage of smelted ore. There has also been delay in transportation. Meanwhile it is a waiting market for a time at least, pending price changes after May 31. Many are of the opinion that the price will be raised to about 25 cents. Tin declined sharply here and in London, owing to reports that Banka tin will shortly be coming from Java. Singapore shipments to London fell £10. Chinese tin, May shipment, sold at 96c. June was offered at 94c. Some spot tin was freely offered at \$1.05. For tin on the Coast sellers asked \$1. Total available stocks, 800 tons; afloat from the East, 5,000 tons. Lead stronger at 7@7.10c. with more inquiry. Spelter quiet at 7¾@7½c. On the 16th inst. a meeting was held between the smelters and the War Industries Board regarding a proposal to establish a price for zinc ore and all grades of spelter, but nothing definite has been learned of the result. Many think, however, that it is not at all probable that a scale of prices will be fixed. At one time there was a better demand for prime Western and it has advanced, but latterly it has been quiet.

PIG IRON for civilian use is scarce. The production is largely devoted to Government uses. Anything but war orders are therefore hard to fill. Plans for Governmental control of the output are to a considerable extent now in effect. The scarcity of cars is still a more or less complained of, although the situation is better than it was a few months ago. Basic iron is especially scarce. On the whole the situation shows little or no change. It is an interesting question when the Government orders will be filled and private business will have a chance. It is very properly relegated to the background now.

STEEL production will be largely reserved for the uses of this country. Export trade will not be an easy matter, aside from necessary shipments to the Allies of the United States. If civilians want steel, they will have to order it subject to the inevitable delays of war times. The new war requirements are enormous. They are far greater than had been expected. Construction plans of unheard-of scope are under way. It is said that the Government will have a fabricating plant of colossal size. It may be that Government orders will largely block civilian trade for six months to come. This country, it is maintained, will have enough steel. Ultimately there will be a supply for commercial use. But just when the commercial trade can get at it is the question. The Allies will want immense quantities of shell bars. This will mean England, France and Italy. The British will want an enormous tonnage of plates, shell steel, rails, &c. The total shell steel tonnage needed to carry the United States and its allies up to April 1 1919 is estimated at 5,250,000 tons, and of ship plates for 1918 and 1919 3,300,000 tons. The plate mill capacity of this country by the end of the present year, it is estimated, will reach 7,500,000 tons. The Government has under consideration the question of supplying iron and steel jobbers when the outlook clears up.

## COTTON.

*Friday Night, May 17 1918.*

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 48,490 bales, against 56,713 bales last week and 65,373 bales the previous week, making the total receipts since Aug. 1 1917 5,327,758 bales, against 6,309,424 bales for the same period of 1916 17, showing a decrease since Aug. 1 1917 of 981,666 bales.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston	2,810	347	1,904	336	1,730	478	7,665
Texas City	—	—	—	—	—	—	—
Port Arthur	—	—	—	—	—	—	—
Aransas Pass, &c.	—	—	—	—	—	—	—
New Orleans	6,114	2,742	2,701	4,349	4,082	4,336	24,324
Mobile	—	—	282	81	—	—	363
Pensacola	—	—	—	—	—	—	—
Jacksonville	—	—	—	—	—	—	—
Savannah	2,421	1,696	2,414	882	2,585	1,093	11,071
Brunswick	—	—	—	—	—	—	—
Charleston	96	—	240	426	—	39	801
Wilmington	—	285	121	—	—	—	406
Norfolk	25	125	32	80	41	311	614
Newsp't News, &c.	—	—	—	—	—	—	—
New York	—	—	—	—	—	—	—
Boston	5	127	121	—	443	60	756
Baltimore	—	—	251	—	82	763	763
Philadelphia	—	—	—	—	—	—	333
Totals this week	11,471	5,322	8,126	6,154	8,943	8,474	48,490

The following shows the week's total receipts, the total since Aug. 1 1917 and the stocks to-night, compared with last year:

Receipts to May 17.	1917-18.		1916-17.		Stock.	
	This Week.	Since Aug 1 1917.	This Week.	Since Aug 1 1916.	1918.	1917.
Galveston	7,665	1,523,595	24,809	2,479,291	260,853	211,411
Texas City	—	66,948	—	243,131	41,842	19,821
Port Arthur	—	8,102	—	41,447	—	—
Aransas Pass, &c.	1,394	33,720	—	49,991	—	—
New Orleans	24,324	1,469,362	20,144	1,411,976	427,737	266,320
Mobile	363	92,708	985	96,007	11,067	6,007
Pensacola	—	33,792	—	31,381	—	—
Jacksonville	—	40,586	—	60,081	14,000	9,200
Savannah	11,071	1,051,480	3,821	805,821	202,399	119,096
Brunswick	—	124,500	3,000	120,000	15,000	3,800
Charleston	801	199,989	346	163,631	43,426	19,939
Wilmington	406	93,250	10	86,556	35,932	53,609
Norfolk	614	286,859	4,632	490,780	81,310	104,122
N'port News, &c.	—	5,420	—	12,075	—	—
New York	—	109,895	—	35,114	157,208	68,230
Boston	756	100,250	1,057	84,662	17,826	12,176
Baltimore	763	80,084	1,312	91,931	31,627	30,792
Philadelphia	333	7,218	—	5,549	10,881	4,815
Totals	48,490	5,327,758	60,116	6,309,424	1,351,108	929,338

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons:

Receipts at—	1918.	1917.	1916.	1915.	1914.	1913.
Galveston	7,665	24,809	29,586	33,389	13,284	11,855
Texas City, &c.	1,394	—	—	2,465	—	672
New Orleans	24,324	20,144	21,206	12,734	24,906	11,609
Mobile	363	985	5,610	291	3,417	1,787
Savannah	11,071	3,821	12,722	6,429	10,211	8,363
Brunswick	—	3,000	6,000	1,000	—	577
Charleston, &c.	801	346	2,190	1,312	2,022	951
Wilmington	406	10	6,452	3,239	300	400
Norfolk	614	4,632	7,855	2,788	2,711	3,961
N'port N., &c.	—	468	437	1,689	—	6,431
All others	1,852	2,369	9,447	5,454	2,493	9,254
Tot. this week	48,490	60,116	101,366	69,538	61,024	55,860
Since Aug. 1	5,327,758	6,309,424	6,519,897	9,998,700	101,747,733	9,457,264

The exports for the week ending this evening reach a total of 37,061 bales, of which 3,835 were to Great Britain, 3,158 to France and 30,068 to other destinations. Exports for the week and since Aug. 1 1917 are as follows:

Exports from—	Week ending May 17 1918.				From Aug. 1 to May 17 1918.			
	Exported to—				Exported to—			
Great Britain.	France.	Other.	Total.	Great Britain.	France.	Other.	Total.	
Galveston	—	—	—	444,875	57,780	165,158	667,813	
Port Arthur	—	—	—	8,102	—	—	8,102	
Laredo, &c.	*100	*100	—	—	—	—	2,657	
New Orleans	99	99	198	346,176	153,386	51,299	555,861	
Mobile	—	—	—	67,184	—	1,000	68,184	
Pensacola	—	—	—	34,566	—	—	34,566	
Savannah	—	—	—	185,354	132,759	142,537	460,650	
Brunswick	—	—	—	102,562	—	—	102,562	
Wilmington	—	—	—	7,174	35,989	24,906	68,069	
Norfolk	*6	*6	65,800	21,000	2,003	88,803	—	
New York	*3,609	*652	*4,261	432,763	101,269	185,398	719,430	
Boston	*220	*2,506	*2,726	119,627	25,670	2,782	148,079	
Baltimore	—	—	—	81,298	1,367	3,666	86,331	
Philad'lphia	—	—	—	28,078	—	473	28,551	
Port'd, Me.	—	—	—	1,750	—	—	1,750	
Detroit	—	—	—	1,623	—	—	1,623	
Pacific Ports	—	29,869	29,869	—	—	506,490	506,490	
Total	3,835	3,158	30,068	37,061	1,926,932	534,220	1,088,369	3,549,521
Tot. '16-'17	15,397	18,993	13,433	47,823	2,383,438	857,757	1,612,429	4,853,624
Tot. '15-'16	36,799	3,193	42,187	82,179	2,247,337	760,637	1,765,273	4,773,247

\* Exports in April not heretofore available. a Mainly April exports not heretofore available.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York.

May 17 at—	On Shipboard, Not Cleared for—					
	Great Britain.	France.	Germany.	Other Cont'd.	Coast-wise.	Total.
Galveston	2,000	—	—	10,744	4,000	16,744
New Orleans*	8,000	1,000	—	2,000	4,000	15,000
Savannah	—	—	—	—	4,500	4,500
Charleston	—	—	—	—	—	—
Mobile	1,000	—	—	—	—	1,000
Norfolk	—	—	—	—	200	200
New York*	8,000	2,000	—	2,000	—	12,000
Other ports*	5,000	1,000	—	1,000	—	7,000
Total 1918	24,000	4,000	—	15,744	12,700	56,444
Total 1917	32,192	11,513	—	27,803	8,861	80,369
Total 1916	55,201	5,469	100	74,321	14,904	149,995
						1,020,814

\*Estimated.

Speculation in cotton for future delivery has been on a very moderate scale at decidedly irregular prices. In the main, however, the drift has been downward. Of late the

weather has been better. The latest weekly Government weather report was unexpectedly favorable. It showed the most favorable week in fact thus far this season. The rainfall was generally moderate to light and this permitted of much needed cultivation in the more southerly areas. At the same time the generally higher temperature with sufficient soil moisture everywhere from the central portions of Texas to Oklahoma eastward promoted growth, where the plants are up and favored germination of the late planted. Improvement in the condition of the crop was reported from practically all of the important producing areas. The recovery was marked in some localities, especially in Georgia, Mississippi and Louisiana. Planting is nearing completion in the northern States of the belt. The seed there is germinating well. In Georgia planting has been completed. It may be noted in passing that cotton is coming up well in southern California and is in good condition in southern Arizona. It is true that these two States are very small producers now, but they may yet figure much more prominently in the production of the great staple. Temperatures over the belt generally of late have been higher, and there has been less rain. It is very generally regarded as a weather market. Naturally with more favorable weather conditions prices, under such circumstances, have reflected the change for the better. But there were other things. For instance, the meager exports. Very many despair of any great increase in the near future. At the outset of the season nobody was looking for anything of that kind. The trouble is of course the scarcity of ocean tonnage. It is a time when civilian business is relegated very largely to the background. Ships are wanted for the transportation of troops, munitions and supplies. Shipbuilding is increasing rapidly, but there seems to be no assurance that the supply of tonnage in the near future will be increased to the point that will admit of any great increase in the export of commodities in purely civilian trade. Of course the fact that Europe is restricting its use of cotton also counts. And the consumption in this country suffers more or less from the scarcity of labor in the mills. Also the stocks of cotton in public storage and compresses on April 30 were 2,843,553 bales, against 2,503,411 bales at the same time last year. Stocks at the ports and interior towns of the South are in some cases unusually large for this time of the year. Naturally with the export outlet blocked there is more or less of an accumulation, where under ordinary circumstances supplies would be decreasing. That at Memphis is notably large, so much so that it has attracted attention. In fact, it is the largest ever carried at this late date of the season. Speculation here has been light. Liverpool and Wall Street and the West have sold. Stop loss orders have been encountered on the way down. And prices dropped some 2½ cents under the weight of heavy selling, poor exports, liberal stocks and better weather. On the other hand, the market has at times become oversold. Then prices have rallied sharply. That was the case on the 16th inst. The great activity and strength in the stock market has not left cotton unmoved either; far from it. It has caused Wall Street and Western buying at times. The total consumption in America thus far this year is not very much behind that for the same time last year, whatever gloomy prognostications may be heard as to the probable figures for May, June and July. For this is getting into the region of pure surmise. Something may turn up to give consumption a noteworthy stimulus. And certainly, the number of active spindles is 33,746,983, against 33,268,615 a year ago. The stocks at consuming establishments are only 1,807,055 bales, against 2,033,356 bales a year ago. Recently there were reports

The official quotation for middling upland cotton in the New York market each day for the past week has been:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Middling uplands	27.85	28.20	27.20	26.70	27.30	26.65

#### NEW YORK QUOTATIONS FOR 32 YEARS.

The quotations for middling upland at New York on May 17 for each of the past 32 years have been as follows:

1918-c.	26.65	1910-c.	15.75	1902-c.	9.38	1894-c.	7.19
1917	20.60	1909	11.65	1901	8.06	1893	7.81
1916	13.15	1908	11.00	1900	9.75	1892	7.25
1915	9.65	1907	12.15	1899	6.25	1891	8.88
1914	13.50	1906	12.00	1898	6.38	1890	12.00
1913	12.00	1905	8.30	1897	7.75	1889	11.06
1912	11.65	1904	13.65	1896	8.25	1888	10.00
1911	16.05	1903	11.40	1895	6.88	1887	10.88

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph, is as follows. Foreign stocks, as well as the afloat, are this week's returns, and consequently all foreign figures are brought down to Thursday evening. But to make the total the complete figures for to-night (Friday), we add the item of exports from the United States, including in it the exports of Friday only.

May 17	1918.	1917.	1916.	1915.
Stock at Liverpool	bales	322,000	575,000	728,000
Stock at London		20,000	24,000	45,000
Stock at Manchester		44,000	50,000	71,000

Total Great Britain	386,000	649,000	844,000	1,754,000
Stock at Hamburg		*1,000	*1,000	*15,000
Stock at Bremen			*1,000	*352,000
Stock at Havre	147,000	215,000	300,000	313,000
Stock at Marseilles		1,000	6,000	15,000
Stock at Barcelona	10,000	90,000	101,000	42,000
Stock at Genoa		4,000	33,000	123,000
Stock at Trieste			*1,000	*3,000

Total Continental stocks	162,000	347,000	542,000	1,228,000
Total European stocks	548,000	996,000	1,386,000	2,982,000

India cotton afloat for Europe	36,000	72,000	45,000	106,000
Amer. cotton afloat for Europe	110,000	172,000	330,470	652,679
Egypt, Brazil, &c., afloat for Europe	90,000	29,000	21,000	31,000
Stock in Alexandria, Egypt	305,000	123,000	75,000	192,000
Stock in Bombay, India	*650,000	906,000	976,000	967,000

Total visible supply	4,118,325	4,090,430	4,753,119	6,804,343
Of the above, totals of American and other descriptions are as follows:				

American				
Liverpool stock	bales	160,000	448,000	573,000
Manchester stock		14,000	39,000	61,000
Continental stock		*139,000	*284,000	*437,000
American afloat for Europe		110,000	172,000	330,470
U. S. port stocks		1,351,108	929,338	1,170,809
U. S. interior stocks		1,028,217	838,634	747,540
U. S. exports to-day			24,458	1,300

Total American	2,802,325	2,735,430	3,321,119	4,968,343
East Indian, Brazil, &c.				

Liverpool stock	162,000	127,000	155,000	291,000
London stock		20,000	24,000	45,000
Manchester stock		30,000	11,000	10,000
Continental stock		*23,000	*63,000	*105,000
India afloat for Europe		36,000	72,000	45,000
Egypt, Brazil, &c., afloat		90,000	29,000	21,000
Stock in Alexandria, Egypt		305,000	123,000	75,000
Stock in Bombay, India		*650,000	906,000	976,000

Total East India, &c.	1,316,000	1,355,000	1,432,000	1,835,000
Total American	2,802,325	2,735,430	3,321,119	4,968,343

Total visible supply	4,118,325	4,090,430	4,753,119	6,804,343
Middling upland, Liverpool	21.55d.	13.26d.	8.74d.	5.36d.
Middling upland, New York	26.65c.	20.80c.	13.30c.	9.75c.
Egypt, Good Brown, Liverpool	31.97d.	27.25d.	11.47d.	8.25d.
Peruvian, Rough Good, Liverpool	39.00d.	22.50d.	13.25d.	10.00d.
Broad, Fine, Liverpool	20.80d.	12.80d.	8.40d.	5.10d.
Tinnevelly, Good, Liverpool	21.06d.	12.98d.	8.42d.	5.22d.

\* Estimated.

Continental imports for past week have been bales.

The above figures for 1918 show a decrease from last week of 83,120 bales, a gain of 27,895 bales over 1917, a decline of 634,794 bales from 1916 and a falling off of 2,686,018 bales from 1915.

QUOTATIONS FOR MIDDLE COTTON AT OTHER MARKETS.—Below are the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

Closing Quotations for Middling Cotton on—						
Week ending	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
May 17.	Saturday	29.00	29.00	29.00	28.50	28.50
New Orleans	29.25	29.25	29.25	29.25	29.25	29.25
Mobile	29.00	29.00	29.00	29.00	29.00	29.00
Savannah	32.50	32.50	32.50	32.50	32.50	32.50
Charleston	32.50	32.50	32.50	32.50	32.50	32.50
Wilmington				30.00	30.00	30.00
Norfolk	30.00	30.00	30.00	30.00	30.00	30.00
Baltimore	30.00	30.00	30.00	30.00	30.00	30.00
Philadelphia	28.10	28.45	27.45	26.95	27.55	26.90
Augusta	29.25	29.25	28.75	28.25	28.25	28.25
Memphis	30.00	30.00	30.00	30.00	30.00	30.00
Dallas	28.85	28.85	28.85	28.85	28.85	28.85
Houston	28.10	28.60	28.00	27.50	28.00	27.75
Little Rock	30.00	30.00	30.00	30.00	30.00	30.00

NEW ORLEANS CONTRACT MARKET.—The closing quotations for leading contracts in the New Orleans cotton market for the past week have been as follows:

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
May	26.50	26.75	25.85	25.95	25.06	25.58
June	26.50	26.75	25.85	25.90	25.06	25.58
July	25.30	25.70	27.77	24.85	24.14	24.68
August	25.20	22.50	26.60	24.67	24.04	24.53
September	24.30	26.40	26.63	23.74	23.00	23.30
October	24.10	24.47	24.51	23.49	23.28	23.04
December	24.16	24.47	24.31	23.33	22.69	22.94
January	24.13	24.31	23.33	23.36	22.69	22.94
March	24.08	24.25	24.27	23.28	23.59	22.84
Tone	Steady	Steady	Quiet	Quiet	Dull	Steady
Spot	Steady	Steady	B'ly st'y	Irreg.	Steady	Steady
Options						

FUTURES.—The highest, lowest and closing prices at New York for the past week have been as follows:

	Saturday	May 11.	Monday	May 13.	Tuesday	May 14.	Wednesday	May 15

year, and that for the season to date the aggregate net overland exhibits a decrease from a year ago of 406,280 bales.

In Sight and Spinners' Takings.	1917-18		1916-17	
	Week.	Since Aug. 1.	Week.	Since Aug. 1.
Receipts at ports to May 17	48,490	5,327,758	60,116	6,309,424
Net overland to May 17	32,568	1,148,745	11,474	1,555,025
Southern consumption to May 17 <sup>a</sup>	85,000	3,416,000	91,000	3,417,000
Total marketed	*66,058	9,802,503	162,590	11,281,449
Interior stocks in excess	36,972	673,725	*38,903	484,900
Came into sight during week	129,086		123,687	
Total in sight May 17		10,566,228		11,766,349
Nor. spinners' takings to May 17	47,234	42,057,809	57,096	2,718,521

\* Decrease during week. <sup>a</sup> These figures are consumption; takings not available. <sup>a</sup> Revised.

Movement into sight in previous years:

Week-	Bales.	Since Aug. 1-	Bales.
1916—May 19	169,354	1915-16—May 19	11,269,607
1915—May 21	134,929	1914-15—May 21	14,345,545
1914—May 22	86,611	1913-14—May 22	14,123,604

WEATHER REPORTS BY TELEGRAPH.—Advices to us by telegraph from the South this evening indicate that the weather has continued favorable on the whole during the week and cotton has made good progress. Texas advices are to the effect that warmer weather has improved cotton, but that in eastern sections wet weather has delayed farm work and additional moisture is needed in western and northwestern districts.

**Galveston, Tex.**—Warmer weather has improved cotton, with conditions favorable for growth. In the eastern section wet fields delayed farm work and additional moisture is needed in the northwestern and western portions. Planting is still in progress. We have had rain on one day the past week, the rainfall being six hundredths of an inch. The thermometer has averaged 73, the highest being 82 and the lowest 64.

**Abilene, Tex.**—We have had rain on one day of the week, the rainfall reaching sixty-six hundredths of an inch. The thermometer has averaged 73, ranging from 50 to 96.

**Brenham, Tex.**—There has been rain on three days during the week, to the extent of thirty hundredths of an inch. The thermometer has ranged from 50 to 88, averaging 69.

**Brownsville, Tex.**—It has rained on one day of the week, the rainfall reaching six hundredths of an inch. Minimum thermometer 58, maximum 92, mean 75.

**Cuero, Tex.**—It has rained on two days of the week, the rainfall reaching twenty-six hundredths of an inch. The thermometer has averaged 70, the highest being 88 and the lowest 52.

**Dallas, Tex.**—It has rained on two days of the week, the rainfall reaching five hundredths of an inch. The thermometer has averaged 71, ranging from 52 to 90.

**Henrietta, Tex.**—There has been rain on one day during the week, the rainfall being forty-four hundredths of an inch. The thermometer has ranged from 50 to 90, averaging 70.

**Kerrville, Tex.**—There has been no rain during the week. The thermometer has averaged 66, the highest being 91 and the lowest 41.

**Lampasas, Tex.**—We have had rain on one day of the week, the rainfall reaching thirty-four hundredths of an inch. The thermometer has averaged 69, ranging from 48 to 90.

**Longview, Tex.**—We have had rain on two days during the week, the rainfall being fifty-four hundredths of an inch. The thermometer has ranged from 52 to 90, averaging 71.

**Luling, Tex.**—It has rained on two days of the week, the rainfall reaching three hundredths of an inch. Minimum thermometer 52, highest 90, average 71.

**Nacogdoches, Tex.**—We have had rain on two days of the week, the rainfall reaching twelve hundredths of an inch. The thermometer has averaged 69, the highest being 88 and the lowest 50.

**Palestine, Tex.**—It has rained on two days of the week, the rainfall reaching eleven hundredths of an inch. The thermometer has averaged 71, ranging from 54 to 88.

**Paris, Tex.**—Rain has fallen on two days during the week, the precipitation reaching one inch and eighteen hundredths. The thermometer has ranged from 50 to 88, averaging 69.

**San Antonio, Tex.**—The week's rainfall has been twenty-seven hundredths of an inch on two days. Average thermometer 73, highest 90, lowest 56.

**Taylor, Tex.**—We have had rain on two days the past week, the rainfall being ninety-three hundredths of an inch. Minimum thermometer 52.

**Weatherford, Tex.**—The week's rainfall has been thirty-eight hundredths of an inch, on one day. The thermometer has averaged 68, ranging from 49 to 86.

**Ardmore, Okla.**—There has been rain on two days during the week, to the extent of one inch and eighty-six hundredths. The thermometer has ranged from 50 to 87, averaging 68.

**Muskogee, Okla.**—There has been rain on three days during the week, the rainfall reaching two inches and sixty-nine hundredths. Average thermometer 66, highest 84, lowest 47.

**Oklahoma City, Okla.**—We have had rain on two days the past week, the rainfall being two inches and thirty-seven hundredths. The thermometer has averaged 62, the highest being 83 and the lowest 41.

**Brinkley, Ark.**—There has been rain on one day of the week, to the extent of fifty-eight hundredths of an inch. The thermometer has averaged 68, ranging from 48 to 90.

**Eldorado, Ark.**—There has been rain on one day during the week, the rainfall being seventy-three hundredths of an inch. The thermometer has ranged from 48 to 88, averaging 68.

**Little Rock, Ark.**—The week's rainfall has been nine hundredths of an inch on two days. Average thermometer 70, highest 87, lowest 53.

**Alexandria, La.**—We have had rain on one day of the week, the rainfall reaching fifty hundredths of an inch. The thermometer has averaged 73, the highest being 91 and the lowest 54.

**New Orleans, La.**—It has rained on two days of the week, the rainfall reaching two inches and twenty-six hundredths. The thermometer has averaged 75.

**Shreveport, La.**—We have had rain on one day during the week, the rainfall being forty-one hundredths of an inch. The thermometer has ranged from 53 to 88, averaging 70.

**Columbus, Miss.**—The week's rainfall has been two inches on one day. Average thermometer 70, highest 88 and the lowest 51.

**Greenville, Miss.**—We have had rain on one day the past week, the rainfall being ninety-five hundredths of an inch. The thermometer has averaged 69, the highest being 89 and the lowest 49.

**Vicksburg, Miss.**—The week's rainfall has been seventy-three hundredths of an inch on one day. The thermometer has averaged 73, ranging from 57 to 86.

**Mobile, Ala.**—Weather very favorable and crops are growing nicely. Chopping of young cotton is progressing. We have had rain on one day during the week, the rainfall being two inches and twenty-two hundredths. The thermometer has ranged from 61 to 86, averaging 74.

**Montgomery, Ala.**—We have had a rainfall of one inch and twenty hundredths of an inch during the week, on one day. Mean thermometer 71, highest 87, lowest 56.

**Selma, Ala.**—We have had rain on one day the past week, the rainfall being thirty hundredths of an inch. The thermometer has averaged 73, the highest being 90 and the lowest 52.

**Madison, Fla.**—It has rained on five days of the week, the rainfall reaching two inches and twenty-seven hundredths. The thermometer has averaged 77, ranging from 61 to 92.

**Tallahassee, Fla.**—There has been rain on four days during the week, to the extent of two inches and eighty-three hundredths. The thermometer has ranged from 60 to 90, averaging 75.

**Atlanta, Ga.**—We have had rain on two days of the past week, the rainfall being one inch and twenty-four hundredths. Minimum thermometer 52, maximum 83, mean 68.

**Augusta, Ga.**—It has rained on four days of the week, the rainfall reaching one inch and nineteen hundredths. The thermometer has averaged 77, the highest being 91 and the lowest 63.

**Savannah, Ga.**—It has rained on four days of the week, the rainfall reaching one inch and seventeen hundredths. The thermometer has averaged 75, ranging from 64 to 86.

**Charleston, S. C.**—Rain has fallen on three days during the week to the extent of three inches and twenty-seven hundredths. The thermometer ranged from 63 to 84, averaging 74.

**Greenwood, S. C.**—It has rained on three days of the week, the rainfall reaching one inch and forty hundredths. Minimum thermometer 61, highest 87, average 74.

**Spartansburg, S. C.**—It has rained on three days of the week, the rainfall reaching eighty-one hundredths of an inch. The thermometer has averaged 72, the highest being 88 and the lowest 57.

**Charlotte, N. C.**—We have had rain on two days of the past week, the rainfall being one inch and sixty-four hundredths. The thermometer has averaged 73, ranging from 57 to 89.

**Weldon, N. C.**—We have had rain on three days during the week, the rainfall being two inches and sixty-two hundredths. The thermometer has ranged from 56 to 90, averaging 73.

**Dyersburg, Tenn.**—The week's rainfall has been thirty hundredths of an inch on one day. Average thermometer 64, highest 83, lowest 46.

**Memphis, Tenn.**—Weather has been more favorable. Cotton planting and replanting are completed. We have had rain on two days the past week, the rainfall being fifty-five hundredths of an inch. The thermometer has averaged 70, the highest being 86 and the lowest 52.

OUR COTTON ACREAGE REPORT.—Our cotton acreage report will probably be ready about the 20th of June. Parties desiring the circular in quantities, with their business cards printed thereon, should send in their orders as soon as possible, to ensure early delivery.

#### MARKET AND SALES AT NEW YORK.

	Spot Market Closed.	Futures Market Closed.	SALES.		
			Spot.	Contract	Total.
Saturday	Quiet, 30 pts. dec.	Steady-----			
Monday	Steady, 35 pts. adv.	Steady-----		200	200
Tuesday	Quiet, 100 pts. dec.	Easy-----			
Wednesday	Quiet, 50 pts. dec.	Steady-----			
Thursday	Steady, 60 pts. adv.	Irregular-----		600	600
Friday	Quiet, 65 pts. dec.	Barely Steady-----			
Total				800	800

## WORLD'S SUPPLY AND TAKINGS OF COTTON.

Cotton Takings. Week and Season.	1917-18.		1916-17.	
	Week.	Season.	Week.	Season.
Visible supply May 10	4,201,445		4,219,076	
Visible supply Aug. 1		2,814,776		3,198,251
American in sight to May 17	129,086	10,566,228	123,687	11,766,349
Bombay receipts to May 16	870,000	1,585,000	88,000	2,380,000
Other India shipm'ts to May 16		73,000	6,000	222,000
Alexandria receipts to May 15	510,000	790,000	2,000	670,000
Other supply to May 15	57,000	177,000	14,000	180,000
Total supply	4,417,531	16,006,004	4,452,763	18,416,600
Deduct				
Visible supply May 17	4,118,325	4,118,325	4,000,430	4,090,430
Total takings to May 17 a	299,206	11,887,679	362,333	14,326,170
Of which American	234,206	9,288,679	266,333	11,119,170
Of which other	65,000	2,604,000	96,000	3,207,000

\* Embraces receipts in Europe from Brazil, Smyrna, West Indies, &c.  
a This total embraces the estimated consumption by Southern mills, 3,416,000 bales in 1917-18 and 3,417,000 in 1916-17—takings not being available—and the aggregate amounts taken by Northern and foreign spinners, 8,471,679 bales in 1917-18 and 10,909,170 bales in 1916-17, of which 5,867,679 bales and 7,702,170 bales American. b Estimated.

## ALEXANDRIA RECEIPTS AND SHIPMENTS.

Alexandria, Egypt, April 24.	1917-18.	1916-17.	1915-16.	
Receipts (cantars)—				
This week	91,895	47,631	5,528	
Since Aug. 1	5,557,042	4,894,558	4,519,773	
Exports (bales)—	Week	Since	Week	
To Liverpool	99	155,755	4,509	189,708
To Manchester, &c.	11,676	219,061	2,452	123,320
To Continent and India	64,415	---	108,882	2,415 157,049
To America	18,000	56,763	---	105,215
Total exports	29,775	495,994	6,961 527,125	
			2,415 657,402	

Note.—A cantar is 99 lbs. Egyptian bales weigh about 750 lbs. The statement shows that the receipts for the week ending April 24 were 91,895 cantars and the foreign shipments were 29,775 bales.

MANCHESTER MARKET.—We give prices for to-day below and leave those for previous weeks of his and last year for comparison:

	1918.			1917.		
	32s Cop Twist.	8½ lbs. Shirt ings Common to finest.	Cot'n Mid. Upl's	32s Cop Twist.	8½ lbs. Shirt ings Common to finest.	Cot'n Mid. Upl's
Mar 29	d. 41¾ @ 44¾	d. 18 4¾ @ 26 9	d. 24.32 16¾ @ 18	d. 9 4 @ 12 4¾	d. 12.77	
Apr 5	42¾ @ 45¾	19 10 14 @ 28 1¾	24.95 16¾ @ 18	9 4 @ 12 4¾	12.60	
12	44¾ @ 46¾	20 0 4 @ 28 6	24.38 16¾ @ 18	9 4 @ 13 0	13.08	
19	43¾ @ 46	21 6 @ 28 6	22.79 16¾ @ 18	9 4 @ 12 7½	12.26	
26	44¾ @ 46¾	22 0 @ 29 0	21.98 16¾ @ 18 ¾	9 4 @ 12 7½	12.88	
May 3	44¾ @ 46¾	22 0 @ 29 0	21.40 16¾ @ 18 ¾	9 4 @ 12 9	12.89	
10	43¾ @ 46¾	22 0 @ 29 0	21.55 16¾ @ 18 ¾	9 4 @ 12 10 ½	12.80	
17	43¾ @ 46¾	22 0 @ 29 0	21.55 16¾ @ 18 ¾	9 6 @ 13 0	13.26	

## LIVERPOOL.—Sales, stocks, &amp;c., for past week:

	April 26.	May 3.	May 10.	May 17.
Sales of the week	20,000	12,000	10,000	8,000
Of which speculators took	-----	-----	-----	-----
Of which exporters took	-----	-----	-----	-----
Sales, American	7,000	4,000	3,000	3,000
Actual export	-----	-----	-----	-----
Forwarded	70,000	62,000	54,000	38,000
Total stock	386,000	339,000	332,000	322,000
Of which American	216,000	190,000	189,000	160,000
Total imports of the week	36,000	14,000	38,000	24,000
Of which American	16,000	4,000	33,000	-----
Amount afloat	109,000	136,000	117,000	103,000
Of which American	32,000	54,000	55,000	59,000

The tone of the Liverpool market for spots and futures each day of the past week and the daily closing prices of spot cotton have been as follows:

Spot.	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Market, 12:15 P. M.	Dull.	Dull.	Dull.	Quiet.	Dull.	
Mid.Upl'ds Good Mid. Uplands	21.70	21.70	21.70	21.55	21.55	
Sales HOLIDAY	2,000	2,000	2,000	2,000	2,000	
Futures. Market opened	Bar. steady 19@29 pts. decline.	Quiet 2@7 pts. advance.	Quiet 23@26 pts. decline.	Quiet 11@15 pts. decline.	Quiet 1@4 pts. decline.	
Market closed	Steady 5 pts. dec. to 7 pts. adv. on new, 25 pts. adv. on old.	Steady 17@21 pts. decline on new, 30 pts. unchanged on old.	Quiet 11@34 pts. decline on new,	Steady 2 pts. dec. 20 pts. adv. on new, 5 pts. adv. on old.	Steady 1@10 pts. dec. on new, 10 pts. on old.	

The prices of futures at Liverpool for each day are given below. Prices are on the basis of good middling upland for new contract and middling upland for old contract, unless otherwise stated.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
May 11 to May 17.	12 1/2 12 1/2 12 1/2 4 12 1/2 4 12 1/2 4	12 1/2 12 1/2 12 1/2 4 12 1/2 4 12 1/2 4	12 1/2 12 1/2 12 1/2 4 12 1/2 4 12 1/2 4	12 1/2 12 1/2 12 1/2 4 12 1/2 4 12 1/2 4	12 1/2 12 1/2 12 1/2 4 12 1/2 4 12 1/2 4	12 1/2 12 1/2 12 1/2 4 12 1/2 4 12 1/2 4
New Contracts.	d. d. d. d. d. d.					
May	21.71 21.88 21.80 21.71 21.59 21.76 21.67	21.71 21.88 21.80 21.71 21.59 21.76 21.67	21.71 21.88 21.80 21.71 21.59 21.76 21.67	21.71 21.88 21.80 21.71 21.59 21.76 21.67	21.71 21.88 21.80 21.71 21.59 21.76 21.67	21.71 21.88 21.80 21.71 21.59 21.76 21.67
June	21.31 21.55 21.43 21.34 21.19 21.20 21.29	21.31 21.55 21.43 21.34 21.19 21.20 21.29	21.31 21.55 21.43 21.34 21.19 21.20 21.29	21.31 21.55 21.43 21.34 21.19 21.20 21.29	21.31 21.55 21.43 21.34 21.19 21.20 21.29	21.31 21.55 21.43 21.34 21.19 21.20 21.29
July	20.81 21.00 20.90 20.79 20.54 20.51 20.48	20.81 21.00 20.90 20.79 20.54 20.51 20.48	20.81 21.00 20.90 20.79 20.54 20.51 20.48	20.81 21.00 20.90 20.79 20.54 20.51 20.48	20.81 21.00 20.90 20.79 20.54 20.51 20.48	20.81 21.00 20.90 20.79 20.54 20.51 20.48
August	20.24 20.44 20.36 20.26 19.97 19.92 19.85	20.24 20.44 20.36 20.26 19.97 19.92 19.85	20.24 20.44 20.36 20.26 19.97 19.92 19.85	20.24 20.44 20.36 20.26 19.97 19.92 19.85	20.24 20.44 20.36 20.26 19.97 19.92 19.85	20.24 20.44 20.36 20.26 19.97 19.92 19.85
September	19.85 20.05 19.96 19.85 19.58 19.52 19.44	19.85 20.05 19.96 19.85 19.58 19.52 19.44	19.85 20.05 19.96 19.85 19.58 19.52 19.44	19.85 20.05 19.96 19.85 19.58 19.52 19.44	19.85 20.05 19.96 19.85 19.58 19.52 19.44	19.85 20.05 19.96 19.85 19.58 19.52 19.44
Old Contract.	20.55 20.75 20.55 20.45 20.55 20.50 20.40	20.55 20.75 20.55 20.45 20.55 20.50 20.40	20.55 20.75 20.55 20.45 20.55 20.50 20.40	20.55 20.75 20.55 20.45 20.55 20.50 20.40	20.55 20.75 20.55 20.45 20.55 20.50 20.40	20.55 20.75 20.55 20.45 20.55 20.50 20.40
May	20.47 20.67 20.47 20.37 20.47 20.32 20.42	20.47 20.67 20.47 20.37 20.47 20.32 20.42	20.47 20.67 20.47 20.37 20.47 20.32 20.42	20.47 20.67 20.47 20.37 20.47 20.32 20.42	20.47 20.67 20.47 20.37 20.47 20.32 20.42	20.47 20.67 20.47 20.37 20.47 20.32 20.42
May-June	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24
June-July	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24	20.30 20.59 20.39 20.29 20.39 20.20 20.24

## BREADSTUFFS.

Friday Night, May 17 1918.

Flour has been quiet and more or less unsettled. There is a big stock of cornmeal, rye and barley flours. In fact, Eastern markets are flooded with them. How to correct this serious difficulty is the question. Many holders of these goods are threatened with severe losses. In fact, prices have already declined so sharply that the situation has become decidedly interesting, to say the least. It has been regarded as sufficiently critical by the Food Administration for it to address an appeal to the New York Produce Exchange in the matter. At the request of the Grain Corporation, the President of the New York Produce Exchange has appointed a committee for the purpose of relieving, if possible, the situation in cornmeal, barley and rye flour. Those wishing to dispose of any of these products should state the following: "Quantities, grade and brand; cost price and price desired." They are requested to give this immediate attention, reporting the same to the committee, now located in the Trade and Transportation Office on the Exchange floor. The committee consists of H. J. Greenbank, Chairman; H. Galbraith, R. O. Sherwood, R. L. Sweet and H. W. Gladwin. The trouble is that many had feared a flour famine and bought substitutes above the cost of wheat flour. The state of things has really grown very largely out of the car shortage last winter, and also, to some extent no doubt, out of the hoarding of wheat at the West.

stocks on May 1, according to the Chicago "Daily Trade Bulletin," were 303,351,000 bush., as against 291,164,000 a year ago. On April 1 this year the total was 321,675,000 bush. Afloat for Europe 65,000,000 bush. now. In store in the United Kingdom, 30,000,000 bush.; in Argentina, 14,800,000; in Australia, 165,000,000; in store in the United States, altogether, 14,760,000 bush.; against 59,101,000 last year; in Canada, 13,791,000 bush., against 74,703,000 last year.

## DAILY CLOSING PRICES OF WHEAT IN NEW YORK.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
No. 2 red	cts. 226	226	226	226	226	226
No. 1 spring	229	229	229	229	229	229

Indian corn has declined on favorable weather reports. Planting will be finished this week. The soil is in fine condition. The seed bed is said to be better than usual. In Argentina the corn prospects are very bright, though rains have delayed harvesting somewhat. It looks now as though an abundant exportable surplus is assured in Argentina. In that case, of course, it may easily have no small effect upon American prices directly or indirectly. In this country, too, there seems on the whole to have been a sufficient supply of seed corn. Meanwhile New England points seem to be greatly oversupplied with corn. It is said that New England dealers have been offering to resell corn now in transit to New York at prices far below those current at Western points. It is also said that in some instances they offered to sell at nearly ten cents under Western quotations. Recent big receipts naturally had a depressing effect, as the railroad situation improved and corn could be moved more readily. Meanwhile the oversupply of flour substitutes, including corn meal, is not lost sight of by any means. When new wheat begins to move the position of flour substitutes may be worse than ever with a reactive effect on corn, &c. This may be worth keeping in mind. Meanwhile, too, the visible supply in the United States is 15,424,000 bushels, against 4,470,000 a year ago. Peace talk caused heavy selling and a further decline. On the other hand, covering of shorts has at times caused a steadier tone. Moreover, there has been some complaint about the weather at the West. At times it has been too wet. The rains were excessive at one time in the Ohio Valley and portions of the upper Mississippi Valley. Also the crop movement is much smaller than it was recently. The visible supply last week fell off nearly 700,000 bushels. Some are not so sure that the general drift of prices will necessarily be downward. There is a division of opinion on the subject. At times too warm, dry weather would be beneficial for the whole belt. Present receipts are small. On the whole, however, the tendency of prices has been downward. Domestic shipping demand has been slow. It is stated that if the first planting fails the Department of Agriculture at Washington will assist farmers in obtaining seed corn for replanting where that is necessary. All this with the failure of cash demand and other things had a noticeably depressing effect. To-day prices were at one time higher, but ended unchanged or a shade lower. Receipts were small. Weather conditions are good and planting is being rushed. For the week prices are noticeably lower.

## DAILY CLOSING PRICES OF CORN IN NEW YORK.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
No. 3 yellow	cts. 160	165	160	160	160	153

## DAILY CLOSING PRICES OF CORN FUTURES IN CHICAGO.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
June del. in elev. (new contr't)	cts. 144 1/4	142 3/4	142 3/4	142 3/4	142 3/4	141 1/4

Oats declined, but later rallied. In fact the fluctuations have been nervous and easily influenced one way or the other by small orders. The cash demand has been rather small. The weakness in corn affected oats to some extent. Besides the crop outlook is considered excellent. The acreage has been largely increased and present conditions could hardly be bettered. The big recent break in prices of rye and barley has had more or less effect on other grain. It is said that export requirements during May and June will be much smaller than they have been. Some reports are that they will be not more than a quarter of the monthly purchases during the winter. Crop reports from France say that winter oats condition is 70% as against 52% last year. On the other hand receipts of late have not been heavy. They are not expected to be until the corn planting is finished. Though some commission houses have been selling July others have been buying that month. Dry, warm weather is needed throughout the belt for the best results. At one time peace rumors growing out of a statement by Mr. Balfour caused selling and lower prices. The rise in the stock market, however, has offset in a measure the depressing factors in the grain situation. To-day prices declined and then rallied somewhat. Premiums in the sample market at Chicago were half a cent lower. Fair deliveries are being made on May contracts. And commission houses are selling that delivery. Beneficial rains fell in Iowa and Nebraska. The crop outlook is excellent. Prices for the week show a slight decline. Late receipts have been light.

## DAILY CLOSING PRICES OF OATS IN NEW YORK.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Standards	cts. 82 @ 83	83 1/4 @ 85	83 1/4 @ 85	83 1/4 @ 85	83 1/4 @ 85	85
No. 2 white	82 @ 83	83 1/4 @ 85	83 1/4 @ 85	83 1/4 @ 85	83 1/4 @ 85	85 1/4

## DAILY CLOSING PRICES OF OATS FUTURES IN CHICAGO.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
June del. in elev. (new contr't)	cts. 70	71 1/4	71 1/4	72 1/4	71 1/4	70 1/4

The following are closing quotations:

		FLOUR.	
Spring	\$10 75 @ \$11 20	Tapioca flour	nom.
Winter	10 85 @ 11 10	Hominy (100-lb. sacks)	\$5 25 @ \$5 50
Kansas	10 90 @ 11 20	Yellow granulated	4 75 @ 5 00
Rye flour	10 40 @ 12 75	Barley goods—Portage barley:	
Corn goods, all sacks	100 lbs.	No. 1	\$8 75
White	\$5 25 @ \$5 40	Nos. 2, 3 and 4	8 40
Bolted	4 65 @ 4 90	Nos. 2-0 and 3-0	8 75 @ 8 90
Corn flour	5 50 @ 6 00	No. 4-0	9 05
Corn starch	per lb. 6 3/4 c.	Coarse, Nos. 2, 3 and 4	6 05
Rice flour, spot and to arrive	per lb. 9 3/4 @ 10 1/4 c.	Oats good—Carload, spot delivery	9 75

		GRAIN.	
Wheat—		Oats—	
No. 2 red	\$2 26	Standard	.85
No. 1 spring	2 29	No. 2 white	.85 1/4
No. 1 Northern	2 28	No. 3 white	.85
Corn—		No. 4 white	.84 1/4
No. 3 mixed	1 53	Barley—	
No. 2 yellow	1 75	Feeding	\$1 35 @ \$1 40
No. 3 yellow	1 53	Malting	1 45 @ 1 50
No. 4 yellow	1 43	Rye—	
Argentine	nom.	Western	2 11

The statements of the movement of breadstuffs to market indicated below are prepared by us from figures collected by the New York Produce Exchange. The receipts at Western lake and river ports for the week ending last Saturday and since Aug. 1 for each of the last three years have been:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
bbls. 196 lbs.	bush. 50 lbs.	bush. 56 lbs.	bush. 32 lbs.	bush. 48 lbs.	bush. 56 lbs.	
Chicago	173,000	42,000	1,639,000	2,348,000	261,000	35,000
Minneapolis		1,123,000	116,000	368,000	270,000	73,000
Duluth		9,000		28,000	13,000	
Milwaukee	13,000	10,000	55,000	439,000	139,000	22,000
Toledo		37,000	49,000	111,000	36,000	8,000
Detroit		3,000	58,000	98,000		
Cleveland	7,000	4,000	23,000	164,000		
St. Louis	53,000	74,000	480,000	585,000	11,000	1,000
Peoria	21,000	5,000	187,000	360,000	20,000	5,000
Kansas City		80,000	511,000	267,000		
Omaha		102,000	650,000	372,000		
Total wk. '18	267,000	1,489,000	3,768,000	5,140,000	699,000	144,000
Same wk. '17	381,000	5,545,000	3,442,000	3,874,000	812,000	204,000
Same wk. '16	329,000	5,224,000	4,483,000	6,245,000	1,382,000	163,000

Since Aug. 1—  
1917-18— 13,169,000 152,723,000 200,900,000 278,947,000 47,453,000 22,250,000  
1916-17— 15,456,000 315,052,000 475,507,000 230,730,000 76,821,000 19,764,000  
1915-16— 16,881,000 452,589,000 194,782,000 173,310,000 100,434,000 20,637,000

Total receipts of flour and grain at the seaboard ports for the week ended May 11 1918 follow:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
Barrels.	Barrels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
New York	143,000	32,000	146,000	870,000	45,000	50,000
Philadelphia	53,000	54,000	123,000	737,000	2,000	9,000
Baltimore	61,000	18,000	152,000	597,000		10,000
N'port News	25,000					
New Orleans*	57,000	20,000	32,000	61,000		
Montreal	27,000	418,000		295,000	174,000	
Boston	51,000			43,000	324,000	9,000

Total wk. '18	417,000	542,000	496,000	2,884,000	230,000	69,000
Since Jan. 1 '18	9,386,000	11,527,000	9,633,000	39,949,000	3,451,000	2,326,000

Week 1917	387,000	2,645,000	736,000	3,857,000	63,000	257,000
Since Jan. 1 '17	7,789,000	76,187,000	29,711,000	43,473,000	6,923,000	4,742,000

\* Receipts do not include grain passing through New Orleans for foreign ports or through bills of lading.

The exports from the several seaboard ports for the week ending May 11 are shown in the annexed statement:

Exports for Week, and Since July 1 to—	Flour.		Wheat.		Corn.	
	Week May					

	Wheat.			Corn.		
	United Kingdom.	Continent.	Total.	United Kingdom.	Continent.	Total.
May 11 1918--	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
May 4 1918--	Not available					
May 12 1917--	Not available					
May 13 1916--			59,744,000			12,385,000

The visible supply of grain, comprising the stocks in granary at principal points of accumulation at lake and seaboard ports May 11 1918 was as follows:

GRAIN STOCKS.					
	Wheat. bush.	Corn. bush.	Oats. bush.	Rye. bush.	Barley. bush.
<b>United States—</b>					
New York	69,000	257,000	1,947,000	7,000	582,000
Boston	4,000	159,000	976,000	6,000	26,000
Philadelphia	51,000	305,000	1,696,000	9,000	64,000
Baltimore	44,000	760,000	2,146,000	66,000	2,000
Newport News			1,244,000		
New Orleans	5,000	388,000	2,783,000		344,000
Galveston	21,000	392,000	2,000		24,000
Buffalo	632,000	1,224,000	1,615,000	58,000	288,000
Toledo	30,000	173,000	270,000	60,000	452,000
Detroit	74,000	98,000	136,000	29,000	
Chicago	563,000	4,317,000	3,472,000	494,000	530,000
Milwaukee		892,000	239,000	37,000	86,000
Duluth	152,000	49,000	87,000	6,000	217,000
Minneapolis	59,000	777,000	963,000	147,000	1,122,000
St. Louis	8,000	600,000	945,000	8,000	43,000
Kansas City	58,000	2,595,000	1,017,000	11,000	
Peoria	50,000	118,000	248,000		5,000
Indianapolis	41,000	880,000	332,000	1,000	
Omaha	11,000	1,440,000	1,111,000	13,000	59,000
On Lakes			167,000		258,000
Total May 11 1918	1,872,000	15,424,000	21,396,000	952,000	4,122,000
Total May 4 1918	2,194,000	16,111,000	20,713,000	1,000,000	4,299,000
Total May 12 1917	33,080,000	4,470,000	24,631,000	1,199,000	2,915,000

Note.—Bonded grain not included above: Oats, 23,000 New York; total, 23,000 bushels, against 2,805,000 in 1917; and barley, 20,000 in New York, 15,000 Duluth; total, 35,000, against 393,000 in 1917.

Canadian—					
	Montreal	86,000	1,703,000		432,000
Ft. William & Pt. Arthur	1,041,000		5,095,000		
Other Canadian	1,209,000		3,389,000		
Total May 11 1918	5,990,000	86,000	10,187,000		432,000
Total May 4 1918	5,098,000	94,000	10,077,000		261,000
Total May 12 1917	16,413,000	1,096,000	10,651,000	124,000	181,000
Summary—					
American	1,872,000	15,424,000	21,396,000	952,000	4,122,000
Canadian	5,990,000	86,000	10,187,000		432,000
Total May 11 1918	7,862,000	15,510,000	31,583,000	952,000	4,554,000
Total May 4 1918	7,292,000	16,205,000	30,720,000	1,000,000	4,560,000
Total May 12 1917	49,403,000	5,566,000	35,282,000	1,323,000	3,096,000

#### WEATHER BULLETIN FOR THE WEEK ENDING MAY 14.—The general summary of the weather bulletin issued by the Department of Agriculture, indicating the influences of the weather for the week ending May 14, is as follows:

**CORN.**—The rainfall was heavy from Missouri and northern Arkansas eastward to the Ohio Valley, with some flooding by excessive falls, which delayed planting. The temperature was more favorable in the Southern States and corn is making good growth and is being cultivated. Some has been laid by in the extreme South and early corn is being marketed in Florida. Planting made good progress in central districts, except where hindered by heavy rains; it was general north to the northern tier of States and was begun nearly to the northern limit of the country.

**COTTON.**—The weather of the week just closed was the most favorable experienced in the cotton belt so far this season. The rainfall was generally moderate to light, which permitted of much needed cultivation in the more southern areas, while the generally higher temperatures of the week, with sufficient soil moisture everywhere from the central portions of Texas and Oklahoma eastward, promoted growth where the plants are up and favored germination of the late planted. Improvement in the condition of the crop is reported from practically all of the important producing areas, the recovery being marked in some localities, particularly in Georgia, Mississippi, and Louisiana. In southern Texas cotton is normally advanced, but is still elsewhere in that state, and considerable planting and replanting is yet to be done in the north and west; farm work progressed satisfactorily, although delayed by wet soil in the eastern portion the first part of the week. Planting is nearing completion in the Northern States of the belt and the seed is germinating well. Planting has been completed in Georgia and chopping has been finished in the southern portion and is progressing in the northern. Chopping has begun generally in the central and southern portions of the belt. Boll weevil have appeared locally in Georgia and are reported as numerous in Florida. Cotton is coming up well in southern California, and the crop is in good to excellent condition in southern Arizona.

**WINTER WHEAT.**—The week was favorable for satisfactory advancement of winter wheat and the crop made good growth in practically all of the principal producing areas. The temperature for the week averaged nearly normal in the wheat belt, and rainfall was generally moderate to light, except that heavy amounts occurred in the Ohio and lower Missouri Valleys. Numerous severe wind and hail storms occurred in portions of Iowa and Illinois, but little damage resulted to the wheat crop. In Kansas advancement continued excellent; wheat is still stooling in many places. It is heading generally in the southern portion of that State and jointing in the northern. It is heading well in northern Oklahoma, but deteriorated in the south and west for lack of moisture and from hot winds. In the lower Missouri, central Mississippi, and Ohio Valleys satisfactory progress continues, particularly in Missouri where wheat is making vigorous growth and the prospects are highly satisfactory. The crop is suffering from moisture in southwestern Iowa, but heavy to moderate rains elsewhere in that State were beneficial. Wheat is steadily improving in the Atlantic Coast States, but the outlook continues unfavorable in New York. In the more southern States wheat is heading well or ripening, and harvesting has begun in some areas. In portions of Montana and in the North Pacific States time rains were beneficial, but more moisture is needed in parts of those States. It is heading low and maturing rapidly in California.

**SPRING WHEAT.**—The seeding of spring wheat is nearing completion in the more northern portion of the spring wheat area and the higher elevations of the Rocky Mountains district. The week was generally favorable for germination and growth, except that some damage was done in North Dakota by cold weather, the temperature going as low as 16 degrees in the northeastern part of that State. More rains would be beneficial also in portions of Montana and the North Pacific States. In Minnesota and South Dakota the outlook continues excellent. In Montana the early sown is up and doing nicely, but the late crop needs rain in the northern and western portions of the State. Timely rains occurred in Idaho and eastern Washington, and the crop is now looking well in that section.

**OATS, BARLEY AND RICE.**—The seeding of oats is nearing completion to the northern limits of the country and the outlook continues generally satisfactory, although growth was retarded in some limited area, and the crop is heading low in California. In the Southern States the crop continues generally good; it is heading nicely and ripening in some localities. Barley seeding is nearing completion under favorable conditions in the more northern districts, and the crop is making good progress farther south. Flax seeding is progressing in North Dakota and Montana. Rice is reported in good to excellent condition in Texas and Louisiana; planting being nearly finished in the latter State. Early planted rice germinated poorly in Arkansas, but the late planted is doing well.

**POTATOES.**—The weather during the week was favorable for potatoes, and the crop is making excellent progress wherever planted. The work of planting white potatoes was under way to the extreme northern part of the country, except in northern New England, as well as in the Rocky Mountain States.

#### THE DRY GOODS TRADE.

New York, Friday Night, May 17 1918.

Unsettled conditions continue to prevail in markets for dry goods, with merchants uncertain as to what is next best move to make. Orders continue to be delayed at mills, and cancellations are becoming more general. As a result of these cancellations of orders, merchants are finding themselves without goods which in many cases were urgently needed, and are being compelled to seek fabrics from every quarter and pay whatever price holders ask. Prices continue to move upward, and there is still a great disparity between the prices paid by civilian buyers and those acting for the Government. It was recently reported that the Government had called for quite large deliveries of fabrics during the next few months which the trade expected would not be wanted for a longer period. This has further retarded civilian business, and has caused considerable irregularity in deliveries of finished goods. Jobbers of late have been rather alarmed over the possibilities of cancellations of their orders and delay in deliveries, and some have been endeavoring to offset this by purchasing supplies in the open market. Mills are in about the same position of uncertainty as merchants as regards the future. While a few manufacturers are accepting business for distant delivery, the majority are very reluctant about doing so and are only taking small orders subject to all kinds of conditions as to fulfillment. Demand, however, for civilian account has not been very active during the week, and notwithstanding the fact that the inability to secure fabrics will result in decreased consumption through ordinary channels, the general policy of economy which is taking place throughout the country is likewise becoming an important factor. Labor conditions at mill centres appear to be growing worse instead of better, and manufacturers are finding it difficult to keep up production. Throughout New England, in particular, there is considerable unrest with continued agitation for higher wages. Skilled operatives are scarce, and despite the fact that raw material prices have declined of late, manufacturers claim that the cost of production is steadily increasing. Business for export is quiet, due mainly to the inability of buyers to secure goods. Quite large inquiries are being received but many fabrics used by the Government will not be licensed for export. Japanese interests are said to be greatly enlarging their textile trade in South America.

**DOMESTIC COTTON GOODS.**—While there has been more activity in the markets for staple cottons, business for civilian account is being neglected for Government work. Many merchants are becoming greatly concerned over the continued delay in deliveries from mills, and as there is no telling when these will be forthcoming, are endeavoring to secure supplies wherever available. Mills everywhere are actively engaged in filling Government orders, and the outlook is that ordinary business will continue to be delayed. Prices for all lines remain very firm, the lower raw material market having no effect on the manufactured product whatever. Goods are scarce and are growing more so as time goes on, as mills are unable to keep pace with the increasing demand. Second hands have been offering less freely, though there are some interests who are willing to take profits by disposing of their holdings. Production of fancy cottons is decreasing as mills are giving more attention to the turning out of staples. Jobbers have been in the market for bleached fabrics, and inquiry for denims and napped goods is far in excess of the probable production for the remainder of the current year. Staple ginghams are firmly held with the demand increasing. Markets for gray goods rule firm and active, though the difficulties in securing fabrics are increasing. Gray goods, 38½-inch standard, quoted at 19c.

**WOOLEN GOODS.**—In markets for woolens and worsteds Government control and the large demand for goods for military purposes are being severely felt, and supplies for civilian use are becoming very scarce. It is expected that the usual openings of dress fabrics for next spring will be delayed until late in the fall, and even then very few fabrics mostly staples, will be placed on sale. Business in men's wear fabrics is quiet with every indication that there will be a sharp falling off in consumption. The raw material market continues to be under complete control of the Government Wool Administrator, and allocations are being made.

**FOREIGN DRY GOODS.**—Although there has been a good inquiry for pure linens as well as for domestic and imported substitutes, business has been quiet. Holders of fabrics are becoming more reluctant to sell, and are endeavoring to make their small supplies stretch as far as possible. Were they willing to sell, they would have little difficulty in getting rid of all their holdings at full prices. Advances in prices are being continually named by first hands, while retailers are also marking values upward. Shipments from abroad continue far from being sufficient to meet requirements, though recent arrivals have exceeded expectations of importers. When the cargoes, now afloat, arrive it is predicted that there will be almost a complete stoppage of importations. According to reports, some flax yarns have been shipped to this country which are to be used for the manufacture of fabrics for Government airplane wings. Late advices received from Ireland state that the flax crop in that country is not altogether favorable, as early planting is in poor condition. While burlaps have ruled quiet, owing to increased arrivals, an easier undertone has developed. Light weights quoted at 19.50c. and heavy weights at 24c.

## STATE AND CITY DEPARTMENT

## NEWS ITEMS.

**Massachusetts (State of).**—*Savings Banks Permitted to Invest in Bankers' Acceptances and Bills of Exchange.*—See full text of new law in our editorial columns this week, permitting savings institutions in Massachusetts to invest 30% of their deposits in bankers' acceptances and bills of exchange.

**New York City.**—*Bill Providing for Increase in Borrowing Power During War Signed by Governor.*—The bill passed by the 1918 Legislature and approved by Mayor Hylan, permitting the city to issue \$15,000,000 in bonds or corporate stock each year, dating from Jan. 1 1918, for the period of the war and for one year thereafter, the proceeds to be used in needed public improvements, was signed by Governor Whitman on May 11. This expenditure is to be permitted without regard to the "pay-as-you-go" policy incorporated in the City Charter by the 1916 Legislature through the efforts of the Mitchel administration. The full text of the new law will be found in our issue of April 13, page 1596.

**New York State.**—*Decedent Estate and Personal Property Law Amended.*—In our editorial columns this week we publish the full text of a bill passed by the 1918 Legislature and approved by Governor Whitman on May 9, amending the decedent estate and personal property law of this State, so as to provide that funds held in trust by executors, administrators, trustees or other persons holding such funds, may invest the same in shares or parts of bonds and mortgages held by trust companies and title guaranty corporations, under certain conditions.

**Vermont (State of).**—*Railroad Bonds Considered Legal Investments for Savings Banks.*—Complying with Section 8, Act 158 of 1910, and Act 167 of 1912, the Bank Commissioner on March 1 1918 issued a list of the railroad securities considered legal investments for savings banks. The list for March 1 1917 was printed in full in the "Chronicle" of May 19 1917, pages 2032 and 2033. The list for March 1 1918 we give herewith, indicating by means of an asterisk (\*) the securities added since 1917.

The only bonds eliminated since last year's list was published are those which have matured and the Tarkio Valley RR. 1st 7s, due 1920, and the Nodaway Valley RR. 1st 7s, due 1920, both roads being a part of the Chicago Burlington & Quincy system:

Atchison Topeka & Santa Fe Ry.  
Atch. Top. & S. F. Ry. gen. 4s, 1995  
" " " E. Okla. 4s, 1928  
" " Transc. Short L. 1st 4s, 1958  
Chicago Santa Fe & Cal. Ry. 1st 5s, 1937  
Hutchinson So. Ry. 1st 5s, 1928  
San Fr. & San Joaq. Val. Ry. 1st 5s, 1940

Baltimore & Ohio System.  
B. & O. RR., ref. & gen. 5s, 1995  
" " convertible 4½s, 1933  
" " prior lien 3½s, 1925  
" " first 4s, 1948  
" Pitts. June. & Middle Div. 3½s, 1925  
" Pitts. L. E. & W. Va. ref. 4s, 1941  
" Southwest Div. 3½s, 1925

Central Ohio RR., first 4½s, 1930  
Clev. Lor. & Wh. Ry. consol. 5s, 1933  
" " gen. 5s, 1936  
" " ref. 4½s, 1930  
Clev. Ter. & Val. RR., first 4s, 1995  
Hunt. & Big Sandy RR. first 6s, 1922  
Monongahela River RR. first 5s, 1919  
Ohio River RR. first 5s, 1936  
" " gen. 5s, 1937

Pitts. Clev. & Toledo RR. first 6s, 1922  
Ravensw. Spec. & Glenv. Ry. first 6s, '20  
W. Va. & Pittsburgh RR. 4s, 1990  
Schuylik River East Side RR. 1st 4s, 1925

Boston & Maine System.  
Conn. & Passumpsic River RR. 4s, 1943  
Concord & Montreal RR. consol. 4s, 1920

Central of New Jersey System.  
Central RR. of New Jersey gen. 5s, 1987  
Chicago & North Western System.  
Chic. & N.W. Ry. gen. 5s, 4s & 3½s, 1987  
" " exten. 4s, 1926

Milw. L. S. & W. Ry. consol. 6s, 1921  
" " Marshfield ext. 1st 6s, 1922  
" " Michigan Div. 1st 6s, 1924  
" " Ashland Div. 1st 6s, 1925  
" " ext. & imp. mtge. 5s, 1929

Wisconsin Northern RR. 1st 4s, 1931  
Minnesota & Iowa Ry. 1st 3½s, 1924  
Princeton & Northw. Ry. 1st 3½s, 1926  
Frem. Elkh. & Mo. Val. RR. consol. 6s, '33

Iowa Minn. & Northw. Ry. 1st 3½s, 1935  
Sioux City & Pacific RR. 1st 3½s, 1936  
Manitow. Gr'n Bay & N. W. 1st 3½s, 1941  
Milw. Sparta & N. W. Ry. 1st 4s, 1947

Chicago Milwaukee & St. Paul System  
C. M. & St. P. gen. & ref., 5s & 4½s 2014  
" European loan 4s, 1925  
" Conv. deb. 4½s, 1932

" Deb. 4s, 1934  
" general 3½s, 1989  
" 4s, 1989  
" 4½s, 1989

La Crosse & Dav. Div. 1st 5s, 1919  
Dub. Div. 1st 6s, 1920  
Wisc. V. Div. 1st 6s, 1920  
Ch. & P. W. 1st 5s, 1921  
" Wis. & Minn. 1st 5s, 1921  
" Ch. & L. Sup. 1st 5s, 1921  
" Ch. & Mo. R. 1st 5s, 1928

Fargo & Southern Ry. 1st 6s, 1924  
Milw. & Nor. RR. ext. 1st 4½s, 1934  
" cons. ext. 4½s, 1934  
Chic. Milw. & Pug. Sd. 1st 4s, 1949

Chic. St. Paul Minn. & Omaha System  
Ch. St. P. M. & O. Ry. cons. 3 1-3s, '30  
" " " 6s, 1930  
Ch. St. P. & Minn. Ry. 1st 6s, 1918  
North Wisconsin Ry. 1st 6s, 1930  
St. Paul & Sioux City RR. 1st 6s, 1919

Chicago Burlington & Quincy System  
C. B. & Q. RR. general 4s, 1958  
" " Ill. Div. mtg. 3½s, 1949  
" " " 4s, 1949  
" " Iowa Div. mtg. 4s, 1919  
" " " 5s, 1919  
" " Denver Exten. 4s, 1922  
" " Neb. Ext. mtg. 4s, 1927  
Republican Valley RR. mtg. 6s, 1919

Delaware & Hudson System.  
Del. & Hud. Co. 1st refunding 4s, 1943  
Adirondack Ry. 1st 4½s, 1942  
Schenect. & Duaneburg RR. 1st 6s, 1924  
Albany & Susq. RR. conv. 3½s, 1946

Great Northern System.  
Great Northern Ry. 1st & ref. 4½s, 1961  
St. P. M. & M. Ry. consol. 4s, 1933  
" " " 4½s, 1933  
" " " consol. 6s, 1933  
" " " Mont. ext. 4s, 1937  
" " " Pacific Ext. 4s, 1940

East. Ry. of Minn. Nor. Div. 4s, 1948  
Montana Central Ry. 1st 5s, 1937  
" " " 1st 6s, 1937

Willmar & Sioux Falls Ry. 1st 6s, 1938  
Spokane Falls & North. Ry. 1st 6s, 1939  
Minneapolis Union Ry. 1st 6s, 1922  
" " " 1st 5s 1922

Illinois Central System.  
III. Cent. RR. refunding mtge. 4s, 1955  
" " Sterling extended 4s, 1951  
" " Gold extended 3½s, 1950  
" " Sterling 4s, 1951  
" " gold 4s, 1951  
" " gold 3½s, 1951

" " gold extended 3½s, 1951  
" " Springt. Div. 1st 3½s, '51  
" " Kank. & S. W. 1st 5s, 1921  
" " Cairo Bridge 1st 4s, 1950  
" " St. Louis Div. 1st 3s, 1951

" " Purch. Lines 1st 3½s, '52  
" " Collat. Tr. 1st 3½s, 1950

Lehigh Valley System.  
Lehigh Valley RR. 1st 4s, 1948

Louisville & Nashville System.  
Louisv. & Nashv. RR. Unified 4s, 1940  
" " " general 6s, 1930  
" " " 1st 5s, 1937  
" " " Trust 5s, 1931

Evanston Hend. & Nash. Div. a. f. 6s, 1919  
Louisv. Clin. & Lex. Ry. gen. 4½s, 1931  
Southeast & St. Louis Division 6s, 1921  
Mobile & Montgomery 4½s, 1945

N. O. & Mob. Div. \$5,000,000 1st 6s, '30  
Pensacola & Atlantic RR. 1st 6s, 1921  
Nashv. Flor. & Sheffield Ry. 1st 5s, 1937  
South & North Ala. RR. 1st cons. 5s, 1935

Maine Central System.  
Somerset Ry. refunding 4s, 1955  
" " Con. (now 1st) 4s, 1950  
Maine Central RR. 1st & ref. 4½s, 1935  
" " coll. trust 5s, 1923  
Maine Shore Line RR. 6s, 1923  
Penobscot Shore Line RR. 4s, 1920  
Portland & Ogdensburg Ry. 4½s, 1928  
Washington County Ry. 1st 3½s, 1954  
Portland Terminal Co. 1st 4s, 1961

Michigan Central System.  
Michigan Central RR. 1st 3½s, 1952  
Mich. Cent.-Mich. Air L. RR. 1st 4s, '40  
Mich. Cent.-Det.-& Bay City RR. 1st 5s, '31  
M. C. Jack. Lan. & Sag. RR. 1st 3½s, '51

Minneapolis St. Paul & S. M. Syst.  
Minn. St. P. & S. S. M. Ry. 1st cons. 5s  
and 4s, 1938  
Minneapolis & Pac. Ry. 1st 4s, 1936  
Minn. S. S. M. & Atl. Ry. 1st 4s, 1926

Mobile & Ohio System.  
1st 6s, 1927

Nashv. Chatt. & St. Louis System.  
N. C. & St. L. Ry. 1st cons. 5s, 1928  
" " " Centrev. Br. ch. 1st  
" " " 6s, 1923  
" " " Jasper Br. Ext. 1st  
" " " 6s, 1923

New York Central System.

W. Y. C. & H. R. RR. ref. & imp. 4½s,  
2013

" " " 1st 4s, 1997

" " " Lake Shore coll.

" " " 3½s, 1998

" " " Mich. Cent. Col.

" " " 3½s, 1998

" " " deben. 4s, 1934

" " " deben. 4s, 1942

" " " consolidation 4s,  
1998

Mohawk & Malone Ry. 1st 4s, 1991

" " " consol. 3½s, 2002

Rome Watertown & Ogdensburg RR. cons.

5s, 4s & 3½s, 1922

Rome Wat. & Ogd. RR. Term. RR.  
1st 5s, 1918

Utica & Black River RR. 1st 4s, 1922

Boston & Albany RR. 3½s, 1952

" " " 3½s, 1951

" " " 4s, 1933

" " " 4s, 1934

" " " 4s, 1935

" " " 4½s, 1937

" " " 5s, 1938

" " " 5s, 1942

" " " 5s, 1963

Carthage & Adirondack Ry. 1st 4s, 1981

Carthage Watertown & Sackets Harbor RR. cons. 5s, 1931

Chicago Ind. & South. RR. 4s, 1956

Clev. Shore Line Ry. 1st 4½s, 1961

Gouverneur & Oswegat. Ry. 1st 5s, 1942

Indiana Ill. & Iowa RR. 1st 4s, 1950

James. Frank. & Clear. RR. 1st 4s, 1950

Kalamazoo & W. Mich. Ry. 1st 5s, 1940

Lake Sh. & Mich. Sou. Ry. 1st 3½s, 1997

" " " deb. 4s, 1928

Lit. Falls & Dolgev. RR. 1st 3s, 1932

N. Y. & Northern Ry. 1st 5s, 1927

N. Y. & Putnam RR. consol. 4s, 1993

Pine Creek Ry. 1st 6s, 1932

Spuy. Duy. & Pt. Mor. RR. 1st 3½s, '50

Sturgis Goshen & St. L. Ry. 1st 3s, 1989

New York New Haven & Hartf. Syst.  
Old Colony RR. 4s, 1938  
" " " 4s, 1924  
" " " 4s, 1925  
" " " 3½s, 1932

Norfolk & Western System.

Norfolk & Western Ry. consol. 4s, 199

Nor. & West. R.R. gen. 6s, 1931

" " " New River 6s, 1932

" " " Imp. & ext. 4s, 1934

Columbus Conn. & Term. RR. 1st 5s, '22

Scioto & New England RR. 1st 4s, 1989

Northern Pacific Ry. Co.

Nor. Pac. Ry. ref. & impt. 4½s, 2047

" " " gen. lien 3s, 2047

St. P.-Duluth Div. 4s, '96

St. Paul & Duluth RR. cons. 4s, 1968

Northern Pacific Ry. prior lien 4s, 1997

St. Paul & Northern Pacific Ry. 6s, 1923

St. Paul & Duluth RR. 1st 5s, 1931

Wash. & Columbia Riv. Ry. 1st 4s, 1935

Pennsylvania System.

Pennsylvania RR. gen. 4½s, 1965

" " " consol. 5s, 1919

" " " consol. 4s, 1943

" " " consol. 3½s, 1945

" " " consol. 4s, 1948

Allegheny Valley Ry. gen. 4s, 1942

Cambridge & Clearfield RR. 1st 5s, 1941

" " " gen. 4s, 1955

Clearfield & Jefferson Ry. 1st 6s, 1927

Holidayburg Bedford & Cumberland Ry. 1st 4s, 1951

Junction RR. gen. 3½s, 1930

Penn. & Northwestern RR. gen. 5s, 1980

Pitts. Va. & Charles. Ry. 1st 4s, 1943

Sunbury & Lewiston Ry. 1st 4s, 1926

Sunb. Haz. & W. B. Ry. 1st 5s, 1928

" " " 2d 6s, 1938

West Chester RR. 1st 5s, 1910

Western Penn. RR. consol. 4s, 1928

Phila. & Erie RR. 6s, 5s and 4s, 1920

Un. N. J. RR. & Canal Co. gen. 4s, 1928

" " " gen. 4s, 1929

ferred on May 8—V. 106, p. 1708—were awarded on that day to C. W. McNear & Co. of Chicago for \$15,165 equal to 101.10.

**BESSEMER SCHOOL DISTRICT (P. O. Bessemer), Lawrence County, Pa.—BOND OFFERING.**—Roy De Arment, Secy. Board of School Directors, will receive proposals until 8 p. m. May 22 for \$35,000 5% 20-yr. (opt.) bonds. Cert. check for \$700 required. Int. semi-annual.

**BIRMINGHAM, Ala.—BOND SALE.**—Recently R. M. Grant & Co. of N. Y. purchased \$49,000 5½% public impt. bonds at par. Date April 1 1918. Due in 10 years subject to call 20% of issue each issue after third year.

**BONDS VOTED.**—The question of issuing the \$1,000,000 school bonds, mentioned in V. 106, p. 1378, carried, it is stated, at an election held May 6.

**BISMARCK, Burleigh County, No. Dak.—BOND SALE.**—Reports state that during the month of April an issue of \$120,000 6% paving impt. bonds was awarded to P. C. Remington of Bismarck for \$117,000, equal to 97.50.

**BLYTHE PUBLIC SCHOOL DISTRICT, Gaines County, Tex.—BOND ELECTION.**—It is reported that on May 20 a proposition to issue \$10,000 school bonds will be submitted to the voters.

**BOSTON, Mass.—NOTE SALE.**—The National City Co. of New York was recently awarded \$2,000,000 5% tax-free notes, issued in anticipation of taxes, dated May 16 1918 and due Nov. 1 1918 at a price to yield 4.70%. Denoms. \$5,000, \$10,000 and \$25,000.

**BRAWLEY SCHOOL DISTRICT (P. O. El Centro), Imperial County, Calif.—BOND SALE.**—The \$70,000 6% 5-23-year serial school bonds, dated April 5 1918 offered on May 6—V. 106, p. 1818—were awarded on that day to Frank & Lewis of Los Angeles for \$70,750 (101.071) and int. Other bidders were:

Aronson Gale, Los Angeles—\$70,720 | Mtg. Guar. Co., Los Angeles—\$70,615

A bid of 96 flat Chicago delivery was received from C. H. Coffin of that city.

**BRISTOL COUNTY (P. O. Taunton), Mass.—NOTE SALE.**—On May 14 the \$100,000 5½% hospital notes, dated May 15 1918 and due May 15 1919—V. 106, p. 2040—were awarded to R. L. Day & Co. of Boston for \$100,239, equal to 100.239. Int. M. & N. Other bidders were:

E. H. Rollins & Sons, Boston—\$100,147 | Merrill, Oldham & Co.,

National City Co., N. Y.—\$100,139 | Boston—\$100,067 00

E. S. Mosely & Co., Boston—\$100,125 | Harris, Forbes & Co., B—\$100,030 00

Arthur Perry & Co., Boston—\$100,079 | S. N. Bond & Co., N. Y.—\$100,051 50

**BRUNSWICK, Frederick County, Md.—BOND ELECTION.**—It is reported that an election will be held in the near future to vote on the question of issuing \$125,000 water bonds. John T. Martin is Mayor.

**BUFFALO, N. Y.—NO BIDS RECEIVED.**—No bids were received, it is stated, for the ten issues of 4½% registered tax-free improvement bonds, aggregating \$1,470,000 offered on May 15.—V. 106, p. 1930.

**BUTLER COUNTY (P. O. Greenville), Ala.—NO ACTION YET TAKEN.**—No action has yet been taken looking towards the issuance of the \$36,000 5% serial bonds, recently voted.—V. 106, p. 1597.

**CAMBRIDGE, Middlesex County, Mass.—TEMPORARY LOAN.**—Blake Bros. & Co. of Boston were awarded, it is stated, a temporary loan of \$200,000 maturing Dec. 24 1918 at 5.11% discount.

**CARMICHAEL CONSOLIDATED SCHOOL DISTRICT, Clark County, Miss.—BOND OFFERING.**—Sealed bids will be received until June 3 (date changed from May 6—V. 106, p. 1709) by W. H. Foster Clerk Board of County Supervisors (P. O. Quitman) for \$4,500 school bonds.

**CARROL COUNTY SUPERVISORS DISTRICT NO. 3 (P. O. Vaiden), Miss.—BOND SALE.**—The \$25,000 6% public road bonds, offered on May 6—V. 106, p. 1597—were awarded on May 8 to H. A. Moore of West for \$25,150 (100.60) and int. and blank bonds. Denom. \$500. Date May 1 1918. Int. semi-ann. Due \$2,000 yearly from 1929 to 1933 incl., and \$3,000 from 1934 to 1938 incl. Other bidders were Mortgage Trust Co.—\$25,147 | Bank of Commerce & Trust Co., Memphis—\$25,026

Louis—\$25,069 | Bolger, Mosser & Williman,

Prudden & Co., Toledo—\$25,032 | Chicago—\$25,000

A bid was also received from John Nuveen & Co. of Chicago, but was disallowed.

**CARTHAGE, Miner County, So. Dak.—BONDS VOTED.**—At a recent election the voters authorized the issuance of \$5,000 water-works system bonds, according to reports.

**CENTERBURG, Knox County, Ohio.—BONDS AUTHORIZED.**—Ordinances have been passed authorizing the issuance of the following 5½% coupon street (assess.) bonds:

\$2,810 74 Preston St. bonds. Due \$281 74 Apr. 1 1919 and \$281 yearly

on April 1 from 1920 to 1928 incl.

2,418 57 Hartford St. bonds. Due \$240 57 Apr. 1 1919 and \$242 on

1,240 00 Union St. bonds. Due \$240 yearly on Apr. 1 from 1919 to 1928 incl.

669 13 Main St. bonds. Due \$66 13 on Apr. 1 1919 and \$67 yearly on

Apr. 1 from 1920 to 1928 incl.

Date day of sale. Prin. and semi-ann. int. (A. & O.) payable at the Village Treasurer's office. N. C. Smith is Village Clerk.

**CHELSEA, Suffolk County, Mass.—TEMPORARY LOANS.**—Loans of \$100,000 and \$350,000 were recently negotiated with the State of Massachusetts and C. D. Parker & Co. of Boston at discounts of 5.50% and 5.75%, respectively.

**CHESTERTOWN, Kent County, Md.—BONDS DEFEATED.**—At an election held Apr. 22 an issue of \$12,000 5% bonds was defeated by a vote of 31 "for" to 65 "against."

**CLEVELAND, Ohio.—BOND SALE.**—The \$154,000 street-opening, \$75,000 bridge and the \$54,000 5% coupon (with privilege of registration) bonds offered on May 13 (V. 106, p. 1709) were awarded to Estabrook & Co. for \$155,878 (100.566), \$75,525 (100.70) and \$54,810 (101.50), respectively. Other bidders were:

	\$154,000	\$75,000	\$54,000
Street Opening.	Bridge.	Park.	
Hayden, Miller & Co.	\$155,817 00	\$75,481 00	\$54,631 00
Harris, Forbes & Co.			
Otis & Co.			
Curtis & Sanger	155,571 00	75,381 00	54,551 00
Blodgett & Co.			
R. L. Day & Co.	155,447 60	75,420 00	54,588 60
Guaranty Trust Co., New York	155,078 00	75,225 00	54,432 00
Edmunds Bros.	155,070 30	75,131 25	54,502 20
Coffin & Burr, Inc.			
R. M. Grant & Co.	155,001 00	75,135 00	54,550 80
Tillotson & Wolcott Co.	154,908 60	75,217 50	54,507 60
E. H. Rollins & Sons			
Wm. R. Compton Co.	154,865 50	75,201 50	54,477 50
National City Co.	154,214 06	75,104 25	54,210 06
Citizens' Savings & Trust Co.			
*A. B. Leach & Co.	155,647 80	75,802 50	54,577 80

\* This bid was for all bonds or none of the bonds, and therefore was not considered.

**CLEVELAND HEIGHTS VILLAGE SCHOOL DISTRICT (P. O. Cleveland), Cuyahoga County, Ohio.—BOND OFFERING.**—Proposals will be received by Ezra K. Bryan, Clerk of Board of Education, until 12 m. May 29 for \$125,000 5½% coupon school bonds. Denom. \$1,000. Date June 1 1918. Prin. and semi-ann. int. (A. & O.) payable at the Village Treasurer's office. Due \$15,000 on Oct. 1 from 1938 to 1945 incl. and \$5,000 Oct. 1 1946. Cert. check on a bank other than the one making the bid, for 5% of the amount of bonds bid for, payable to the above Board, required. Bonds to be delivered and paid for within 10 days from time of award at the Guardian's Savings & Trust Co., Cleveland.

**COHOES, Albany County, N. Y.—BOND OFFERING.**—Proposals will be received by City Comptroller John McShane, it is stated, until 10 a. m. May 20 for \$45,000 5% 11½-year aver. water bonds and \$5,000 certificates of indebtedness.

**COLD SPRING, Putnam County, N. Y.—CORRECTION.**—The \$7,800 5-30-year serial dock bonds awarded, as stated by us in our issue of May 11, to H. A. Kahler & Co. of New York City on May 6, for \$7,803 90 (\$100.05) and int., bear only 5% int. and not 6% as erroneously reported in our item.

**COLEMAN COUNTY (P. O. Coleman), Tex.—NO BONDS VOTED.**—Reports stating that this county recently voted \$100,000 road bonds were erroneous.—V. 106, p. 1931.

**COLFAX SCHOOL AND CIVIL TOWNSHIP (P. O. Fair Oaks), Newton County, Ind.—BOND OFFERING.**—Proposals will be received by Forest C. Tolín, Township Trustee, until 1 p. m. June 1 for the following 5% bonds: \$8,000 school township bonds. Denom. \$500. Date June 1 1918. 6,300 civil township bonds. Denom. \$630. Interest semi-annual (J. & J.).

**CONTINENTAL VILLAGE SCHOOL DISTRICT (P. O. Continental), Putnam County, Ohio.—BOND SALE.**—W. L. Slayton & Co. of Toledo were awarded during April the \$2,350 6% school impt. bonds offered without success on Feb. 25—V. 106, p. 1152 and also an issue of \$4,650 6% refunding bonds. The bonds are described as follows: \$2,350 16-20-year school impt. bonds. Denom. 4 for \$500 and 1 for \$350. Int. ann. on March 1.

4,650 21-25-year refunding bonds. Denoms. 4 for \$1,000 and 1 for \$650. Date March 1 1918.

**CRAWFORD COUNTY (P. O. Bucyrus), Ohio.—BOND SALE.**—On May 9 the \$40,000 5½% 10-year serial coupon children's home bonds (V. 106, p. 1818) were awarded jointly to Rudolph Kleybolte & Co. and Breed, Harrison & Co., both of Cincinnati, for \$45,555 55, equal to 113.888. Other bidders were:

Premium.	Premium.
Field, Richards & Co., Clev.—\$336 00	Sidney Spitzer & Co., Toledo—\$408 00
Fifth-Third Nat. Bk., Col.—\$456 00	Ohio Nat. Bank, Columbus—\$428 00
Stacy & Braun, Toledo—\$335 68	Wm. R. Compton Co., Cinc.—\$403 50
A. B. Leach & Co., Chicago—\$423 00	Fred K. Berry, Gallon—par
Davies-Bertram Co., Cinc.—\$363 00	A. E. Aub & Co., Cinc.—\$285 00
F. C. Hoebler & Co., Toledo—\$267 25	Otis & Co., Cleveland—\$15 00
Seasongood & Mayer, Cinc.—\$361 00	Tillotson & Wolcott Co., Clev.—\$112 00
Provident S. B. & T. Co., Cin.—\$364 00	Dennison & Co., Cleveland—\$264 00

**CRAWFORD COUNTY (P. O. Meadville), Pa.—BOND ELECTION.**—An election will be held May 21, it is stated, to vote on \$800,000 highway impt. bonds.

**CRESTON SCHOOL DISTRICT (P. O. Creston), Union County, Iowa.—BONDS DEFEATED.**—The proposition to issue \$175,000 school bonds was defeated at the election held May 9.—V. 106, p. 1931. The vote was 271 "for" to 969 "against."

**CROCKETT CONSOLIDATED SCHOOL DISTRICT (P. O. Senatobia), Tate County, Miss.—BOND SALE.**—On May 6 the Wm. R. Compton Co. of St. Louis was awarded the \$5,000 6% school bonds (V. 106, p. 1818) for \$4,900, equal to 98. Denom. \$500. Date March 1 1918. Int. semi-annual.

**DADE CITY, Pasco County, Fla.—BOND SALE.**—On May 7 the \$5,000 5% 20-year bonds, dated March 1 1918—V. 106, p. 1819—were awarded to the Bank of Pasco County at par and interest. A bid of 95 was also received from W. L. Slayton & Co. of Toledo.

**DAKOTA COUNTY SCHOOL DISTRICT NO. 19 (P. O. Rosemount), Minn.—BOND OFFERING.**—Sealed bids will be received until May 25 for \$17,000 6% 15-year school bonds. J. F. Geraghty is District Treasurer.

**DALLAS GRADED SCHOOL DISTRICT, Gaston County, No. Caro.—BOND OFFERING.**—Proposals will be received, it is stated, until June 29 by E. P. Hall, County Supt. of Education (P. O. Gastonia), for \$25,000 6% 20-year school-building bonds. Denom. \$1,000. Prin. and semi-annual int. payable at National Park Bank, New York. Cert. check for \$1,000 required.

**DARKE COUNTY (P. O. Greenville), Ohio.—BOND OFFERING.**—Proposals will be received by G. H. Garrison, County Auditor, until 10 a. m. May 24, it is stated, for \$39,500 5% ditch bonds. Denom. \$500. Due \$7,000 each six months from May 24 1919 to Nov. 24 1920 incl. \$6,500 May 24 1921 and \$5,000 Nov. 1921. Cert. check for \$300 required.

**DE KALB COUNTY (P. O. Auburn), Ind.—BOND OFFERING.**—Sam G. Stone, County Treasurer, will receive proposals until 10 a. m. May 22 for \$58,000 4½% 10-yr. serial highway-impt. bonds. Denom. \$2,900. Date May 22 1918. Int. semi-annual. (M. & N.). Bonds to be delivered at Auburn.

**DIETER (P. O. Pine Creek), Roseau County, Minn.—BOND SALE.**—The \$18,000 6% 15-year bonds dated June 10 1918, offered on April 18 (V. 106, p. 1598), were awarded on that day to Schanke & Co. of Mason City, Iowa, at par. Denom. \$1,000. Int. J. & J.

**DIVIDE COUNTY (P. O. Crosby), No. Dak.—WARRANT OFFERING.**—Sealed bids will be received until 2 p. m. May 21 by W. E. Vadnais, County Auditor, for \$40,000 refunding warrants. Bids are requested as follows: Proposition "A" due in 10 years, and Proposition "B," due in 20 years. Denom. \$1,000. Cert. check for \$500, payable to the County Treasurer, required.

**DULUTH, Minn.—BOND OFFERING.**—Further details are at hand relative to the offering on June 3 of the \$60,000 5% gold bridge bonds (V. 106, p. 2011). Proposals for these bonds will be received until 3 p. m. on that day by W. H. Borgen, City Clerk. Denom. \$1,000. Date Jan. 1 1918. Prin. and semi-annual int. (J. & J.) payable at the American Exchange Nat. Bank, N. Y. Due \$30,000 on Jan. 1 1924 and 1925. Cert. check or a certificate of deposit for 2% of the amount of bid, payable to the "City of Duluth," without conditions, required. Bonds to be paid for within ten days after notice that same are ready for delivery, and payment to be made at the First National Bank, Duluth. Official circular states that this city has never defaulted on principal or interest of its indebtedness.

Financial Statement May 1 1918.	
General	\$2,288,000
Special assessment bonds	432,000
Debt caused by supplying inhabitants with water	2,481,500
Debt caused by supplying inhabitants with gas	770,000
Total outstanding debt of all kinds	\$5,971,500
<i>Less Deduction Allowed</i>	
Water debt	\$2,481,500
Sinking fund available	639,857
Net indebtedness	\$3,121,357
Assessed valuation, real	\$2,850,143
Assessed valuation, personal	\$46,116,865
Assessed valuation, personal	14,855,298
Assessed valuation, moneys and credits	\$60,972,163
Actual true value of all property, real	\$37,248,710
Actual true value of all property, personal	45,856,544
Actual true value of all property, money and credits	37,850,507
Tax rate, 1917	\$42.50
Population 1910, U. S. Census, 78,466; present population (est.)	105,000
* The rate of money and credits is \$3 per thousand flat, divided, State, 1-6, county 1-6, city 1-3, school 1-3.	

**DULUTH SCHOOL DISTRICT (P. O. Duluth), St. Louis County, Minn.—BONDS AUTHORIZED.**—The Board of Education at its meeting on May 10 passed a resolution, it is stated, authorizing the issuance of \$300,000 5% 20-year bonds. Int. semi-annual.

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**ELKHART COUNTY (P. O. Goshen), Ind.—BOND OFFERING.**—Proposals will be received by A. R. Bemenderfer, County Auditor, it is stated, until 10 a. m. June 7 for \$80,000 5% county bonds.

**ELLIS COUNTY (P. O. Ennis), Tex.—BOND ELECTION.**—The question of issuing \$80,000 road bonds will be submitted to the voters on May 25, it is stated.

**ESSEX COUNTY (P. O. Newark), N. J.—NOTE OFFERING.**—Proposals will be received by Alexander Clark, Director of Board of Chosen Freeholders, until 2 p. m. May 22 for \$1,000,000 tax-anticipation notes, payable Dec. 23 1918. Denom. \$250,000. Date May 24 1918. Int. to be named in bid. Bids must be submitted for the entire issue and be accompanied by a cert. check for \$10,000 payable to R. W. Booth, County Collector. Notes to be paid for on May 24 1918 at the above Collector's office.

**FALL RIVER, Bristol County, Mass.—DESCRIPTION OF BONDS.**—The following 5% registered bonds sold on May 9 to E. H. Rollins & Sons of Boston for \$153,100 50, equal to 102.067 (V. 106, p. 2041), are described as follows:

\$80,000 highway bonds. Due \$12,000 yearly on Apr. 1 from 1919 to 1923 incl.

50,000 sewer bonds. Due \$2,000 yearly on Apr. 1 from 1919 to 1938 incl., and \$1,000 yearly on Apr. 1 from 1939 to 1948 incl.

40,000 public impt. bonds. Due \$4,000 yearly on Apr. 1 from 1919 to 1928 incl.

Denom. \$1,000 and multiples thereof. Date Apr. 1 1918. Int. A. & O. Other bidders were:

Merrill, Oldham & Co., Bos. 101.819 | Curtis & Sanger, Boston 101.22  
Blodget & Co., Boston 101.468 | Estabrook & Co., Boston 101.04  
R. L. Day & Co., Boston 101.34 | National City Co., N. Y. 100.58  
Arthur Perry & Co., Boston 101.33

**FIRTH SCHOOL DISTRICT (P. O. Firth), Lancaster County, Neb.—BOND SALE.**—An issue of \$20,000 5% bidg. bonds was awarded on April 1 to the Firth Bank at par. Denom. \$1,000. Date July 1 1918. Due \$1,000 yearly.

**FRANKLIN VILLAGE SCHOOL DISTRICT (P. O. Franklin), Warren County, Ohio.—BOND SALE.**—The \$6,500 6% 10-year serial site-purchasing bonds, offered on May 13 (V. 106, p. 1819), were awarded, it is stated, to Seasongood & Mayer, of Cincinnati for \$6,504 20, equal to 104.78.

**FREESTONE COUNTY (P. O. Fairfield), Tex.—NO BONDS TO BE ISSUED.**—Reports stating that this county is considering the issuance of \$200,000 court house bonds—V. 106, p. 1709—are erroneous, we are advised.

**GARVIN COUNTY (P. O. Pauls Valley), Okla.—BOND ELECTION PROPOSED.**—It is reported that petitions have been circulated asking the County Commissioners to call an election to vote on the question of issuing \$500,000 road bonds.

**GERALDINE, Chouteau County, Mont.—BOND OFFERING.**—H. M. Magnuson, Town Clerk, will sell at public auction at 8 p. m. May 28 the \$23,000 6% 10-20-year (opt.) gold coupon water works bonds, recently voted—V. 106, p. 1819. Denom. \$500. Date June 1 1918. Prin. and semi-ann. int. (J. & J.), payable at the Town Treasurer's office, or some bank in New York City to be designated by him. Cert. check for \$1,500, payable to the Town Treasurer, required. Total debt \$7,274.69. Assessed val. 1917, \$244,678. Total tax rate (per \$1,000). \$44.

**GONZALES COUNTY (P. O. Gonzales), Tex.—BOND ELECTION.**—According to reports, on May 25 a proposition will be submitted to the voters for the issuance of \$10,000 Road District No. 4 bonds.

**GRANT COUNTY (P. O. Elbow Lake), Minn.—BOND OFFERING.**—According to reports sealed bids will be received until 10 a. m. May 25 by C. M. Nelson, County Auditor, for \$2,500 5 1/4% ditch bonds. Cert. check for 10% required.

**GRANTS PASS IRRIGATION DISTRICT (P. O. Grants Pass), Josephine County, Ore.—BONDS PROPOSED.**—It is stated that this district is considering the issuance of \$105,000 irrigation works bonds.

**GREAT FALLS, Cascade County, Mont.—BONDS DISAPPROVED. BY CAPITAL ISSUES COMMITTEE.**—According to reports the Capital Issues Committee of the Federal Reserve Board has rejected the proposition to issue \$250,000 sewer-system bonds.

**GREEN BAY, Brown County, Wisc.—**Proposals will be received for bids until 11 a. m. June 10 by W. L. Kerr, City Clerk, for the \$40,000 5% coupon Lincoln school bonds, mentioned in V. 106, p. 2041. Denom. \$1,000. Date May 1 1918. Prin. and semi-ann. int., payable at such bank as council shall designate. Due \$2,000 yearly on May 1 from 1919 to 1938 incl. Cert. check for \$1,000 required. Purchaser to furnish blank bonds. Official circular states that there has been no litigation and none now pending or threatened in any manner affecting this issue of bonds. No default has ever been made in payment of any obligation and there has been no litigation of indebtedness or taxes to pay same. Total bonded debt (including this issue) \$828,000. Floating debt (additional) \$1,485. Assess. val. 1917 (abt. actual), \$31,170,010. Tax rate, \$1 60. Population 1910, 25,236.

**GREENVILLE COUNTY (P. O. Greenville), So. Caro.—TEMPORARY LOAN.**—The \$100,000 temporary loan offered on Apr. 30—V. 106, p. 1709—was awarded, reports state, to the Farmers' & Merchants' Bank of Greenville at 4% discount.

**GUERNSEY COUNTY (P. O. Cambridge), Ohio.—BOND OFFERING.**—John A. Leyson, County Auditor, will receive bids until 11 a. m. June 4 for \$25,000 5% coupon bonds. Denom. \$500. Date June 4 1918. Prin. & semi-ann. int. (J. & D.) payable at the County Treasurer's office. Due \$2,000 yearly on June 4 from 1919 to 1923 incl., \$3,000 June 4 1924 and \$4,000 yearly on June 4 from 1925 to 1928 incl. Cert. check on a solvent bank for 5% of amount of bonds bid for required. Bonds to be delivered and paid for at the County Treasurer's office.

**HAMILTON, Butler County, Ohio.—BOND SALE.**—The Davies-Bertram Co. of Cincinnati was recently awarded the \$80,000 4 1/4% and 5% bonds mentioned in V. 106, p. 1932. The award, it is stated, was made at below par.

**HART TOWNSHIP, Oceana County, Mich.—BOND SALE.**—On May 1 the \$25,000 5% 14-21-year serial road bonds—V. 105, p. 2382—were awarded to the First National Bank of Hart at par and int. Denom. \$1,000. Date May 1 1918. Int. M. & S.

**HART TOWNSHIP CIVIL AND SCHOOL DISTRICTS (P. O. Booneville), Warrick County, Ind.—BOND OFFERING.**—Proposals will be received by J. D. Hart, Township Trustee, until 2 p. m. May 31 for the following 5% 18-yr. serial bonds:

\$13,700 civil township bonds. Denom. \$685.  
11,300 school township bonds. Denom. \$565.

Date July 1 1918. Interest semi-annual (J. & J.).

**HASTINGS SCHOOL DISTRICT (P. O. Hastings), Adams County, Neb.—BOND OFFERING.**—It is stated that proposals will be received until 12 m. May 27 by Henry E. Davidson, Secy. Board of Education, for the \$100,000 4 1/4% and 5% 10-20-yr. (opt.) school bonds recently voted—V. 106, p. 1380. Date Apr. 1 1918. Cert. check for 2% of the amount of bonds bid for, payable to the above Secretary, required.

**HAZELTON SCHOOL DISTRICT (P. O. Hazelton), Luzerne County, Pa.—BOND ELECTION.**—An election will be held May 21 to vote on \$200,000 school bonds. D. T. Evans is Secretary of the Board of Education.

**HILLSBORO, Hill County, Tex.—BONDS VOTED.**—On May 7, the proposition to issue \$25,000 5% 40-year sanitary sewerage disposal bonus, carried by a vote of 237 to 33—V. 106, p. 1710. Date of sale not yet determined.

**HUDSON, Middlesex County, Mass.—NEW LOANS.**—On March 18 the town awarded a \$50,000 coupon 4 1/4% electric-light loan, due \$3,000 yearly on April 1 from 1919 to 1928, inclusive, and \$2,000 yearly on April 1 from 1929 to 1938, inclusive, to Estabrook & Co. at 100.82. Blodget & Co. and Curtis & Sanger also bid for the issue.

On May 15 the town awarded a \$13,000 bridge coupon 4 1/4% loan, due \$1,000 yearly on May 1 from 1919 to 1931, inclusive, to Arthur Perry Co. of Boston, at 101.14. Estabrook & Co. bid 101.07 and Curtis & Sanger and Blodget & Co. bid 100.66.

**JOHNSON CITY, Washington County, Tenn.—BONDS NOT SOLD.**—No sale was made of the \$75,000 5 1/4% 30-year city-hall and market house and the \$50,000 5% 20-year school bonds, dated May 1 1918, offered on Apr. 30.—V. 106, p. 1598.

**JOSEPH HIGHWAY DISTRICT (P. O. Joseph), Idaho County, Ida.—BOND SALE.**—The \$30,000 6% road bldg. bonds, offered on April 20—V. 106, p. 1598, were awarded on April 29 to Carstens & Earles of Seattle for \$29,100, equal to 97.00. Denom. \$1,000. Date June 1918. Int. semi-ann. Due Jan. 1 1928. Other bidders were: Ferris & Hardgrove, Spokane. \$92 50 | John E. Price & Co., Seattle. \$92 00

**KING AND PIERCE COUNTIES JOINT SCHOOL DISTRICT NO. 193, Wash.—BOND OFFERING.**—Proposals will be received until 10 a. m. May 25 by Wm. Turner, County Treasurer (P. O. Tacoma) for \$2,000 2-20-year (opt.) bonds at not exceeding 6% int.

**KIRKWOOD, St. Louis County, Mo.—BOND SALE.**—The \$15,000 5% 20-year bonds, offered on April 18—V. 106, p. 1599—were awarded on May 1 to Whitaker & Co. of St. Louis for \$15,050, equal 100.33. Denom. \$1,000. Date May 1 1918. Int. M. & N.

**KITSAP COUNTY SCHOOL DISTRICT NO. 20 (P. O. Part Orchard), Wash.—BOND SALE.**—An issue of \$1,200 5% school bldg. bonds was awarded during 1917 to the State of Washington at par. Denom. \$200. Date Aug. 15 1918. Due in 6 years, subject to call any interest paying dates.

**KITTANING SCHOOL DISTRICT (P. O. Kittanning), Armstrong County, Pa.—BOND ELECTION.**—Reports state that an election will be held May 21 to vote on a proposition to issue \$105,000 school bonds.

**KITTSVILLE, Minn.—BONDS VOTED.**—According to Hibbing, Minn., papers, a proposition to issue \$2,000 bonds carried at a recent election.

**KLICKITAT COUNTY LOCAL IMPROVEMENT DRAINAGE DISTRICT NO. 1 (P. O. Goldendale), Wash.—BIDS REJECTED.**—All bids received for the \$81,000 local-impt. bonds offered on May 7 (V. 106, p. 1710) were rejected.

**LAKEWOOD, Cuyahoga County, Ohio.—BOND SALE.**—On May 13, it is stated, the \$66,000 5 1/4% 13 1/4-year aver. street-impt. bonds (V. 106, p. 1819) were awarded to R. L. Day & Co. of Boston for \$68,930 40, equal to 104.44. Other bidders were:

	Premium.
Estabrook & Co., Boston	\$1,749 00
Tillotson & Wolcott Co., Cleveland	2,732 40
Otis & Co., Cleveland	2,409 00
Hayden, Miller & Co., Cleveland	2,178 00
Field, Richards & Co., Cincinnati	2,346 00
Wm. R. Compton Co., Cincinnati	2,158 20
Provident Savings Bank & Trust Co., Cincinnati	2,184 60
A. E. Aub & Co., Cincinnati	1,725 00
Rudolph Kleybolte Co., Cincinnati	1,628 40
Breed, Elliott & Harrison, Cincinnati	For \$66,000 5 1/4% and the \$21,000 5% offered at private sale, a total of
Ohio National Bank, Columbus	2,126 60
C. W. McNear & Co., Chicago	2,235 00
*Stacey & Braun, Toledo	2,355 83
Spitzer, Rorick & Co., Toledo	2,040 00
F. C. Hoehler & Co., Toledo	1,487 50
Sidney Spitzer & Co., Toledo	418 00
Graves, Blanchet & Thornburgh, Toledo	(1) 1,498 80
	(2) 1,098 00
R. M. Grant & Co., New York	2,746 92
National City Co., New York	1,966 14
Hornblower & Weeks, New York	1,982 10

\* This firm also bid par and accrued for \$21,000 water-works 5% bonds at private sale.

**LANCASTER SCHOOL DISTRICT (P. O. Lancaster), Lancaster County, So. Caro.—BOND ELECTION.**—On May 21 the voters will decide whether they are in favor of issuing \$85,000 school bonds, it is stated.

**LANSING, Mich.—BOND OFFERING.**—Proposals will be received by J. A. Parsons, City Clerk, until May 20 for \$25,000 electric light bonds, it is stated.

**LA PORTE COUNTY (P. O. La Porte), Ind.—BONDS NOT SOLD.**—No sale has yet been made of the following 4 1/4% 1-10-year serial highway impt. bonds, offered on April 26:

\$15,800 bonds. Denom. \$790.  
13,200 bonds. Denom. 660.  
7,200 bonds. Denom. 360.

Date April 15 1918. Prin. and int. payable in May and November.

**LAUDERDALE COUNTY (P. O. Meridian), Miss.—BOND OFFERING.**—Reports state that the Clerk Board of County Supervisors, will receive bids until June 3 for \$20,000 Road Districts No. 2 bonds.

**LAUREL, Prince Georges County, Md.—BONDS DEFEATED.**—It is reported that at a recent election, a proposition to issue \$60,000 bonds was defeated by a vote of 41 "for" to 43 "against."

**LEBANON, Warren County, Ohio.—BOND OFFERING.**—Proposals will be received by M. E. Gustin, Village Clerk, until 12 m. June 7 for \$11,040 6% coupon street assessment bonds. Denom. \$230. Due \$690 Sept. 1 1918 and \$460 each six months from March 1 1919 to March 1 1932, inclusive. Certified check for 5% of amount of bonds bid for, payable to the Village Treasurer, required.

**LEXINGTON, (P. O. Westkill), Greene County, N. Y.—BOND OFFERING.**—Vernon Rapleyea, Town Supervisor, will sell at public auction at 12 m. May 28 \$7,000 5% refunding bonds. Auth. Chap. 56, Laws of 1918. Denom. \$500. Date Feb. 1 1918. Int. annually in February. Due \$1,000 yearly on Feb. 1 from 1919 to 1925 incl. Cash or cert. check for 10% required. Written proposals may also be submitted.

**LISBON, Columbiana County, Ohio.—BONDS AUTHORIZED.**—Recently an issue of \$4,000 5 1/4% 15-year coupon refunding bonds was authorized by the City Council. Denom. \$1,000. Date July 1 1918. Prin. and semi-ann. int. payable at the office of the Sinking Fund Trustees. H. E. Marsden is City Clerk.

**LITTLE FALLS, Herkimer County, N. Y.—BOND SALE.**—H. A. Kahler & Co. were awarded \$6,490 29 5% 1-4-year serial improvement bonds on May 14. Date May 1 1918. Int. yearly on May 1.

**LOCKPORT, Niagara County, N. Y.—BOND OFFERING.**—Proposals will be received by E. H. Boynton, City Treasurer, until 12 m. May 21 for \$25,700 pumping-station site bonds. Interest to be named in bid. Denom. \$1,285. Date May 14 1918. Prin. and semi-ann. int. (J. & J.) payable at office of the City Treasurer. Due \$1,285 yearly on Jan. 2 from 1919 to 1938, incl. Cert. check on a solvent banking institution for 2% of the amount of the bonds bid for, payable to the "City of Lockport," required.

**LOCKPORT, Niagara County, N. Y.—BOND SALE.**—The Farmers' & Mechanics Bank of Lockport, purchased in 1917, an issue of \$4,712 4 1/4% 5-10-year serial road impt. bonds at par. Date April 1 1918. Int. payable in 5-year periods.

**LORAIN, Lorain County, Ohio.—BOND SALE.**—On May 10 the \$58,572 34 5 1/4% 1-10-year serial paving refunding bonds (V. 106, p. 1922) were awarded to A. E. Aub & Co. of Cincinnati for \$59,690, equal to 101.906. Other bidders were:

	Premium.		Premium.
A. E. Aub & Co., Cinc.	\$1,117 66	National City Co., N. Y.	\$637 85
R. L. Day & Co., Boston	1,083 00	Seasongood & Mayer, Cinc.	621 00
Merrill, Oldham & Co., Bos.	1,065 43	Davies-Bertram Co., Cinc.	588 00
Ohio Nat. Bank, Columbus	881 00	Hornblower & Weeks, N. Y.	530 00
R. Kleybolte Co., Cinc.	838 88	Wm. R. Compton Co., St. L.	521 50
Tillotson & Wolcott, Cinc.	834 00	Hoehler & Co., Toledo	446 10
Denison & Co., Cincinnati	767 29	Elston & Co., Chicago	439 29
Field, Richards & Co., Cinc.	709 66	Otis & Co., Toledo	498 00
Stacy & Braun, Toledo	704 32	E. H. Rollins & Sons, Chic.	311 00
Prov. S. B. & T. Co., Cinc.	650 15	Spitzer, Rorick, Toledo	166 66

**LOTTY VILLAGE SCHOOL DISTRICT (P. O. Lotty), Paulding County, Ohio.—BOND SALE.**—The \$5,000 6% 1-20-year serial coupon refunding bonds offered on May 11—V. 106, p. 1932—were awarded to Seasongood & Mayer of Cincinnati for \$5,103 (122.06) and int.

**LYNCH, Boyd County, Neb.—BOND OFFERING.**—H. E. McGuinnell, Village Clerk, will receive bids until June 1, it is stated, for \$7,500 6% 5-20-year (opt.) electric-light bonds. Denoms. 7 for \$1,000 and 1 for \$500. Date June 1 1918. Int. ann.

**MALTA, Phillips County, Mont.—BONDS OFFERED BY BANKERS.**—The Bankers' Trust & Savings' Bank of Minneapolis is offering to investors \$43,500 6% tax-free Special Improvement Light Districts Nos. 1, 2 and 3 bonds. Denoms. \$100, \$500 and \$1,000. Date May 15 1918. Prin. and ann. int. (Jan. 1), payable at the Town Treasurer's office or may be collected through the Bankers' National Bank, Minneapolis, without charge. Due \$5,300 yearly on Jan. 1 from 1919 to 1924 incl. and \$6,500 on Jan. 1 1925 and 1926, subject to call on any interest paying date after 1 year. Total general bonded debt, \$37,000. Assess. val. \$614,898. Actual val. (est.), \$2,000,000.

**MANCHESTER, Essex County, Mass.—TEMPORARY LOAN.**—It is reported that R. L. Day & Co. of Boston have been awarded the temporary loan of \$50,000, dated May 10 1918 and due Nov. 20 1918, offered on May 15—V. 106, p. 2042—at 5.16% discount.

**MANSFIELD CITY SCHOOL DISTRICT (P. O. Mansfield), Richland County, Ohio.—BOND SALE.**—On May 15 the \$20,000 6% 1-10-year serial school-impt. bonds—V. 106, p. 1819—were awarded to the Provident Savings Bank & Trust Co. of Cincinnati for \$20,732, equal to 103.66. Other bidders were: Well, Roth & Co., Cin. \$20,708 00 Stacy & Braun, Toledo \$20,524 80 Tillotson & Wolcott, Clev. 20,668 00 J. C. Mayer & Co., Cin. 20,556 00 Seasongood & Mayer, Cin. 20,660 00 F. C. Hoehler & Co., Tol. 20,490 25 Fifth-Third Nat. Bk., Cin. 20,600 00 Citizens Nat. Bk., Mansf. 20,214 00 Sidney Spitzer & Co., Tol. 20,583 00 Richland Savs. Bk., Mansf. 20,011 50 E. H. Rollins & Sons, Chic. 20,560 00 Mansfield Savs. Bk., Mansf. 20,000 00

**MARTINS FERRY, Belmont County, Ohio.—BONDS AUTHORIZED.**—On Apr. 6 an ordinance was passed authorizing the issuance of \$3,500 5 1/4% coupon public building bonds. Denom. \$500. Int. (M. & S.) payable at the office of the City Treasurer. Date May 1 1918. Due Sept. 1 1935. C. T. Barr is Clerk of the City Council.

**MEDFORD, Middlesex County, Mass.—TEMPORARY LOAN.**—On May 16 the \$100,000 temporary loan maturing \$50,000 Mar. 14 1919 and \$50,000 Apr. 14 1919—V. 106, p. 2042—was awarded to R. L. Day & Co. of Boston at 5.18% discount. Other bidders were: Blake Bros. & Co., Boston 5.20 F. S. Moseley & Co., Boston 5.30 A. B. Leach & Co., New York 5.20 Old Colony Trust Co., Boston 5.37 Arthur Perry & Co., Boston 5.22 National City Co., New York 5.40 Estabrook & Co., Boston 5.22 Eyer & Co., New York 5.62 Curtis & Sanger, New York 5.24

**MEMPHIS, Shelby County, Tenn.—BOND OFFERING.**—C. C. Pashby, City Clerk, will receive bids until 2:30 p. m. May 21, for \$500,000 20-year aver. general liability bonds, it is stated. Bids are requested for bonds bearing 4 1/2% or 5% interest. Cert. check for \$5,000 required.

**MEMPHIS, Shelby County, Tenn.—BOND SALE.**—On May 14 the \$31,000 5% fire-dept.-equipt. bonds—V. 106, p. 2042—were awarded to the American La France Fire Engine Co., Inc., at par and int. Denom. \$1,000. Date Jan. 1 1917. Int. J. & J. Due Jan. 1 1944 and 1945.

**MIAMI COUNTY (P. O. Peru), Ind.—BOND OFFERING.**—Proposals will be received by Henry Knauff, County Treasurer, until 3 p. m. May 22 for \$18,000 4 1/2% 10-year Marion Reid et al road bonds. Denom. \$1,800. Date May 15 1918. Int. semi-ann. (M. & N.).

**MILWAUKEE, Wis.—BONDS APPROVED BY CAPITAL ISSUES COMMITTEE.**—According to reports the Capital Issues Committee of the Federal Reserve Board has approved the issuance of \$200,000 bonds.

**MISSISSIPPI (State of).—BOND SALE.**—The \$3,000,000 tax-free coupon State bonds offered on May 10—V. 106, p. 1819—were awarded, it is stated, on that day to a syndicate composed of the W. R. Compton Co., St. Louis; the Hibernia Bank & Trust Co., New Orleans; Halsey, Stuart & Co., Presprich & Co., both of N. Y.; and the Mortgage Trust Co., of St. Louis, for \$3,012,900 equal to 100.430 for 4 1/4%. Date Apr. 1 1918. Due yearly on Apr. 1 as follows: \$100,000 Class "A" 1920; \$100,000 Class "B," 1921; \$100,000 Class "C" 1922; \$100,000 Class "D," 1923; \$200,000 Classes "E" and "O," both inclusive, 1924 to 1933 incl., and \$600,000 Class "O," 1934. Classes "E" and "O," both inclusive, may be called or redeemed by the State at its option or any interest date after Apr. 1 1923.

**MITCHELL COUNTY (P. O. Colorado), Tex.—BOND SALE.**—An issue of \$70,000 5% tax-free direct obligation bonds was recently awarded to the Wm. R. Compton Co. of St. Louis. Denom. \$1,000. Date Mar. 20 1918. Due \$2,000 yearly on Mar. 20 from 1924 to 1958 incl.

*Financial Statement.*

Total bonded debt (including this issue) \$109,500  
Assessed value taxable property 1917 6,878,655  
Actual valuation (est.) 20,000,000  
Population, 1910 (Census), 8,956.

**MODESTO IRRIGATION DISTRICT (P. O. Modesto), Stanislaus County, Calif.—BOND ELECTION PROPOSED.**—Plans are being made to submit to the voters the question of issuing \$75,000 drainage-ditch-system bonds, it is stated.

**MODESTO SCHOOL DISTRICT (P. O. Modesto), Stanislaus County, Calif.—BOND ELECTION.**—According to reports an election will be held June 10 to vote on the question of issuing \$25,000 high school and \$85,000 grammar school bonds.

**MONROE COUNTY (P. O. Aberdeen), Miss.—BOND SALE.**—On Mar. 4 the \$75,000 6% 11-25-year serial tax-free road bonds, dated Jan. 1 1918—V. 106, p. 842—were awarded to the Bank of Commerce Trust Co. of Memphis for \$75,175, equal to 100.233. Denom. \$500. Int. J. & J.

**MONROE TOWNSHIP RURAL SCHOOL DISTRICT (P. O. West Liberty), Logan County, Ohio.—BOND OFFERING.**—Proposals will be received by S. C. Green, Treasurer of Board of Education, until 12 m. May 31 for \$45,000 5 1/4% coupon school bonds. Denom. \$500. Date day of sale. Int. A. & O. Due \$500 each six months from Apr. 1 1920 to Oct. 1 1929 incl., \$500 on Apr. 1 and \$1,000 on Oct. 1 from 1930 to 1939 incl., \$1,000 each six months from Apr. 1 1940 to Oct. 1 1944 incl., \$1,000 on Apr. 1 and \$1,500 on Oct. 1 from 1945 to 1948 incl. Cert. check for 5% of amount of bonds bid for, payable to above Treasurer, required.

**MONTOURSVILLE (Borough), Lycoming County, Pa.—BOND OFFERING.**—Proposals will be received by A. O. Schaefer, Chairman of the Finance Committee, until 7:30 p. m. May 27 for \$30,000 5-30-year (opt.) coupon road bonds. Denom. \$500. Date June 1 1918. Int. semi-ann. (J. & D.) payable at the First National Bank of Montoursville. Bonded debt (not incl. this issue) May 15 1918 \$6,500. Assessed valuation \$600,000.

**MORRAL, Marion County, Ohio.—BOND OFFERING.**—Proposals will be received by C. C. Cline, Village Clerk, until 12 m. June 7 for \$1,466 21 6% ditch bonds. Denom. 2 for \$500 and 1 for \$466 21. Date Mar. 1 1918. Int. M. & S. Due \$466 21 Mar. 1 1920 and \$500 yearly on Mar. 1 1921 and 1922. Cert. check for \$100, payable to the Village Treasurer, required.

**MOSS POINT, Jackson County, Miss.—BOND SALE.**—On May 7 the Pascagoula National Bank of Moss Point was awarded the \$3,500 6% coupon tax-free refunding bonds (V. 106, p. 1599) at par and int. Bids were also received from the Hanchett Bond Co. of Chicago and W. L. Slayton & Co. of Toledo.

**MOUNT AIRY, Habersham County, Ga.—BOND OFFERING.**—W. E. Fort, Town Clerk, will receive bids until June 3 for \$7,000 5% 30-year school-bldg. bonds. Int. semi-ann.

**MURRAY SCHOOL DISTRICT (P. O. Murray), Clarke County, Iowa.—BOND OFFERING.**—According to reports proposals will be received until June 1 by F. C. Hoffman, Secy. Board of School Directors, for \$3,000 improvement bonds.

**MUSSELSHELL COUNTY SCHOOL DISTRICT NO. 55 (P. O. Roundup), Mont.—SALE.**—On Apr. 30 the \$28,000 10-15-year opt. coupon school bldg. bonds—V. 106, p. 1820—were awarded jointly, it is stated, to the Merchants' Trust & Savings' Bank, and the Northwest Trust Co., both of St. Paul, for \$28,135, equal to 100.482 for 5 1/2%.

**NAVAJO COUNTY SCHOOL DISTRICT NO. 10 (P. O. Holbrook), Ariz.—NO BIDS RECEIVED.**—No bids were received for the \$5,500 6% 10-40-year opt. bonds, dated May 6 1918 and offered on that day—V. 106, p. 1820.

**NEBRASKA.—BONDS PURCHASED BY STATE.**—During the month of April the following ten issues of bonds, aggregating \$133,192 83, were purchased by the State of Nebraska by State funds:

\$500 00 5% Brown County School District No. 28 bonds at par. Date July 25 1917. Interest annually payable at the County Treasurer's office. Due July 25 1937, subject to call after date.

9,500 00 5 1/4% Village of Carroll electric-light bonds at par. Date April 1 1918. Interest semi-annual (A. & O.), payable at the State Treasurer's office. Due April 1 1938, subject to call April 1 1923.

20,000 00 5% City of Fremont paving bonds at par. Date July 1 1916. Interest semi-annual (J. & J.), payable at the State Treasurer's office. Due July 1 1936, subject to call July 1 1921.

975 00 6% Garden County School District No. 66 bonds, on 5 1/4% basis. Date April 10 1918. Interest annually July 1, payable at the County Treasurer's office. Due July 1 1923.

2,700 00 6% Village of Heartwell electric-light bonds on a 5 1/4% basis. Date March 1 1918. Interest annually March 1, payable at the County Treasurer's office. Due March 1 1938, subject to call March 1 1923.

10,517 83 6% Morrill Drainage District, Scotts Bluff County, drainage bonds on a 6% basis. Date Oct. 11 1916. Interest annually on Oct. 11, payable at the Treasurer's office. Due part yearly beginning Oct. 11 1918.

\*\$25,000 00 6% Perkins County high-school bonds on a 5 1/4% basis. Date Oct. 1 1917. Interest annually on Oct. 1, payable at the County Treasurer's office. Due \$2,000 yearly on Oct. 1 from 1919 to 1930, inclusive, and \$1,000 Oct. 1 1931.

13,000 00 5 1/4% Rock County School District No. 74 bonds at par. Date April 23 1918. Interest semi-annual (J. & J.), payable at the County Treasurer's office. Due July 1 1923.

44,500 00 5 1/4% City of Superior Paving Districts Nos. 3, 4, 5 and 6 bonds at par. Date March 18 1918. Interest annually on March 18, payable at the County Treasurer's office. Due March 18 1938, subject to call on or before March 18 1938.

6,500 00 5 1/4% Village of Upland electric-light bonds at par. Date Feb. 1 1918. Interest annually Feb. 1, payable at the County Treasurer's office. Due Feb. 1 1938, subject to call Feb. 1 1923.

\* The sale of these bonds has already been reported in these columns.

**NEWARK, N. J.—BONDS AUTHORIZED.**—An ordinance has just been passed authorizing the issuance of \$223,000 5% funding bonds. Denom. \$1,000. Date July 1 1918. Int. J. & J. Due \$24,000 July 1 1919 to 1921 incl., \$25,000 July 1 1922 and 1923, \$28,000 July 1 1924 to 1928 incl., \$33,000 July 1 1929 to 1933 incl., and \$36,000 July 1 1934 to 1944 incl.

**BONDS AUTHORIZED.**—An ordinance has also been passed authorizing the issuance of \$25,000 5% water bonds. Denom. \$1,000. Date July 1 1918. Int. J. & J. Due \$5,000 yearly on July 1 from 1919 to 1928, incl., \$6,000 yearly on July 1 from 1929 to 1938, incl., and \$7,000 yearly on July 1 from 1939 to 1958, incl.

**NEW CASTLE, New Castle County, Md.—BOND OFFERING.**—Additional information is at hand relative to the offering on May 23 of the \$25,000 5% 5-30-year (opt.) registered street impt. bonds—V. 106, p. 2042. Proposals for these bonds will be received until 8 p. m. on that date by John T. Stoops, Pres. of City Council. Denom. \$500. Date July 1 1918. Int. semi-ann. (J. & J.), payable at the New Castle Trust Co. Cert. check for 3%, payable to the Mayor or City Council, required.

**NEW CONCORD, Muskingum County, Ohio.—BOND SALE.**—The five issues of 6% 1-10-year serial street impt. bonds, aggregating \$57,543 74, offered on May 9—V. 106, p. 1820—were awarded to the Ohio National Bank of Columbus for \$57,750 63 (100.356) and int. W. L. Slayton & Co. of Toledo bid \$57,589 97.

**NEW MILFORD, Susquehanna County, Pa.—BOND ELECTION.**—It is reported that an election will be held May 21 to vote on a proposition to issue \$7,000 street-improvement bonds.

**NEWPORT, Newport County, R. I.—BOND OFFERING.**—Proposals will be received by the Board of Aldermen until 5 p. m. May 23 for \$50,000 5% coupon Covington Point land bonds. Denom. \$1,000. Date June 1 1918. Due \$5,000 yearly on June 1 from 1919 to 1928 incl. Prin. and semi-ann. int. (J. & D.), payable at the City Treasurer's office. Bonds to be delivered and paid for on or about June 1 1918 at the First National Bank of Boston. The bonds are engraved under the supervision of and certified as to genuineness by the First National Bank of Boston and their legality will be approved by Ropes, Gray, Boyden & Perkins of Boston, whose opinion will be furnished the purchaser. Total bonded debt (incl. this issue) May 1 1918, \$941,522. Sinking fund, \$419,978. Floating debt (notes), \$39,000. Valuation 1917, \$67,929,500. Population 1915, \$30,419. John M. Taylor is City Treasurer.

**OKLAHOMA CITY SCHOOL DISTRICT (P. O. Oklahoma City), Oklahoma County, Okla.—BONDS PROPOSED.**—The issuance of \$600,000 school bonds is being considered, it is stated.

**OMAHA, Neb.—BONDS VOTED.**—By a vote of 12,813 to 5,598 the proposition to issue \$35,000 5% 20-year Florence fire engine house bonds, carried at the election held May 7—V. 106, p. 1710. Date of sale not yet determined.

**OMAHA SCHOOL DISTRICT (P. O. Omaha), Douglas County, Neb.—NO ACTION YET TAKEN.**—No action has yet been taken looking towards the issuance of the \$1,000,000 3-year High School of Commerce bonds voted on April 9—V. 106, p. 1820—as the issue has not been approved by the Capital Issues Committee of the Federal Reserve Board.

**OTTAWA COUNTY (P. O. Port Clinton), Ohio.—BOND SALE.**—On May 13 the \$10,500 5 1/4% Tousant Creek bridge bonds—V. 106, p. 2042—were awarded to the Provident Bank & Trust Co. of Cincinnati for \$10,540 95, equal to 100.39. Denom. \$500. Date Apr. 15 1918. Int. A. & O.

**PACE SCHOOL DISTRICT (P. O. Pace), Bolivar County, Miss.—BOND SALE.**—An issue of \$35,000 school bonds offered on May 7 was disposed of on that day.

**PARK COUNTY SCHOOL DISTRICT NO. 15 (P. O. Wilsall), Mont.—BOND SALE.**—An issue of \$4,000 10-15-year (opt.) coupon school house bonds offered on April 20, were awarded on that day to the State of Montana at par. Denom. \$100. Date April 23 1918. Int. ann.

**PEABODY, Essex County, Mass.—LOAN OFFERINGS.**—Bids will be received until 10:30 p. m. May 22, it is stated, for \$75,000 temporary loan dated May 22 and due Nov. 15 1918.

**PEEKSKILL, Westchester County, N. Y.—BOND SALE.**—On May 14 the \$54,723 75 street paving and the \$8,000 fire engine bonds (V. 106, p. 2042) were awarded to R. M. Grant & Co. of New York, for \$54,882 44 (100.29) for 4.75%, and \$8,010 40 (100.13) for 4.85%. Other bidders were:

	\$54,723 75	\$8,000
	Street Bonds.	Fire Eng. Bonds
Isaac W. Sherrill & Co., Poughkeepsie	100.32 (5s)	100.10 (5s)
H. A. Kahler & Co., New York	100.27 (4.90s)	100.27 (5s)
Geo. B. Gibbons & Co., New York	100.26 (4.90s)	100.19 (4.90s)
Harris, Forbes & Co., New York	100.181 (4.90s)	100.102 (5s)
C. W. White's, New York	100.091 (4.85s)	100.125 (4.85s)
Wm. R. Compton & Co., New York	100.115 (4.90s)	100.01 (5s)

**PERRY, Taylor County, Fla.—BOND SALE.**—During July 1917 John Nuveen & Co. of Chicago were awarded \$20,000 sewerage and water extension and \$25,000 street paving 5% bonds. Denom. \$1,000. Date July 1 1917. Prin. and semi-ann. Int. (J. & J.) payable in Perry. Due July 1 1947.

**Financial Statement.**

Estimated true value of property \$1,250,000

Assessed valuation for taxation 1917 1,057,000

Total bonded debt (including this issue) \$90,000

Less—Water debt \$25,000

Sinking fund 4,901

Net debt 29,901

Population 1915, 1,941; 1917 (est.), 3,000. 60,099

**PERTH AMBOY, Middlesex County, N. J.—BOND OFFERINGS.**—Proposals will be received until 4 p. m. May 21 by Fred Garretson, City Treasurer, for \$100,000 5½% (not 5¾%) as was reported by us last week V. 106, p. 2042) tax-anticipation bonds, dated May 27 1918 and maturing Jan. 27 1919. Cert. check for 2% of the amount of bonds bid for required.

**PHILADELPHIA, Pa.—BOND OFFERING.**—Additional information is at hand relative to the offering on May 27 of the \$3,000,000 public library and the \$2,500,000 public impt. 4½% 30-year tax-free coupon (with privilege of registration) bonds—V. 106, p. 2042. Proposals for these bonds will be received until 12 m. on that day by Thomas B. Smith, Mayor. Denom. \$100 and multiples thereof. Date May 1 1918. Int. semi-ann. (J. & J.), payable at the Farmers' & Mechanics' National Bank of Philadelphia. Bids must be made on blank forms furnished by the city and be accompanied by a certified check for 5% of amount of bonds bid for, payable to the "City of Philadelphia." The bonds have been approved by the Capital Issues Committee of the Federal Reserve Board.

*Financial Statement May 1 1918.*

Total funded debt (including loans authorized, but not issued) \$97,600,000 \$254,624,550  
By a decision of the Supreme Court of Pennsylvania, filed May 31 1894, it is held "that within the meaning of the word 'debt' in Section 8, Article IX, of the Constitution of the State of Pennsylvania, the real debt is the authorized debt less the amount of city certificates purchased and uncanceled in sinking funds." There should, therefore, be deducted from the above, the amount of such uncanceled loans in the sinking fund, which is 27,689,900

Leaving a net funded debt of \$226,934,650  
Assessed real estate and personal (horses and cattle) property 1918 \$1,788,841,512  
Assessed valuation personal property (taxable by city under Act of Assembly approved June 17 1913), 1918 701,568,213

Population in 1910 (Census), 1,549,008; 1918 (estimated), 1,775,000.  
The official notice of this bond offering will be found among the advertisements on a preceding page of this week's issue.

**PITTSBURGH, Pa.—BOND OFFERING.**—Additional information is at hand relative to the offering on May 28 of the \$50,000 4½% coupon (with privilege of registration) Series "A" city-hall bonds—V. 106, p. 2043. Proposals for these bonds will be received until 3 p. m. on that day by E. S. Morrow, City Controller. Denom. \$1,000. Date Mar. 1 1918. Int. payable semi-annually at the office of the City Treasurer. Due \$2,000 yearly on Mar. 1 from 1919 to 1943, incl. Official circular says that there is no litigation nor controversy pending or threatened concerning the validity of these bonds, the boundaries of the municipality or the titles of the officials or their respective offices.

*Financial Statement March 31 1918.*

Gross amount of indebtedness—  
Bonded debt \$33,049,100 00  
Floating debt 2,067,327 83 \$35,116,427 83  
Credits to be deducted from said gross indebtedness—  
Bonds included in gross bonded debt, which have been purchased by Sinking Fund Commission, and are held in the several sinking funds \$1,484,000 00  
Cash held in the several sinking funds last mentioned for the redemption of the bonded debt last mentioned \$1,887,330 95 \$3,371,330 95

Net debt \$31,745,096 88  
Water bonds outstanding \$10,571,200 00  
Cash in water bond sinking fund \$156,507 16  
Bonds in water bond sinking funds 402,814 29 559,321 45  
Net water debt \$10,011,878 55  
Last assessed valuation of taxable property about 85% of real valuation—  
Valuation of land \$482,132,590 00  
Valuation of buildings 320,438,820 00 \$802,571,410 00

Population, Census 1910, 533,905; 1917 (Dept. of Health), 586,196.

**PORLAND, Cumberland County, Me.—LOAN OFFERING.**—Proposals will be received by John R. Gilmarin, City Treasurer, until 12 m. May 22 for \$200,000 notes issued in anticipation of taxes, dated May 25 1918 and payable Oct. 2 1918 at the First National Bank of Boston. Denoms. to suit purchaser. Notes will be ready for delivery May 25 1918 at the above bank which will also certify as to genuineness and validity of these notes under advice of Ropes, Gray, Boyden & Perkins of Boston, and all legal papers incident to the loan will be filed with said bank, where they may be inspected at any time.

**PORTSMOUTH, Scioto County, Ohio.—NO ACTION YET TAKEN.**—No action has as yet been taken looking towards the issuance of the \$7,500 nurses home bonds mentioned in V. 106, p. 1932.

**POWELL COUNTY SCHOOL DISTRICT NO. 9 (P. O. Helmville), Mont.—BOND OFFERING.**—Mrs. Olive Schmitt, Dist. Clerk, will receive proposals until June 1 for \$2,000 school-bldg. and furnishing bonds at not exceeding 6% int. Denom. \$200. Due 10 years, subject to call in 5 years. Cert. check for \$100 required.

**PUNXSUTAWNEY, Jefferson County, Pa.—BOND ELECTION.**—An election will be held May 21 to vote on a proposition to issue \$72,000 improvement bonds, it is stated.

**PUTNAM COUNTY (P. O. Greencastle), Ind.—BOND OFFERING.**—Proposals will be received by Fred Masten, County Treasurer, until 2 p. m. May 25 for the following 4½% 1-10-year serial coupon road bonds: \$13,800 F. W. Davis et al road bonds. Denom. \$690. 12,200 E. L. Cowgill et al road bonds. Denom. \$610. 5,900 L. H. Irwin et al road bonds. Denom. \$295. 4,600 J. H. Williams et al road bonds. Denom. \$230. Date May 15 1918. Prin. & semi-ann. int. (M. & N.) payable at the County Treasurer's office.

**PYMATUNING TOWNSHIP SCHOOL DISTRICT (P. O. Transfer), Mercer County, Pa.—BOND ELECTION.**—On May 21 an election will be held to vote on a proposition to issue \$25,000 school bonds, it is stated.

**RITTMAN, Wayne County, Ohio.—BOND OFFERING.**—Proposals will be received by Vance Hicklin, Village Clerk, until 12 m. May 25 for \$2,000 6% coupon sewerage system repair bonds. Denom. \$500. Date April 1 1918. Int. payable at Village Treasurer's office. Due \$500 yearly on April 1 from 1927 to 1930, incl. Cert. check for 2%, payable to the Village Treasurer, required. Bonded debt (incl. this issue) May 9 1918, \$123,000. Water and special assess. debt (incl.) \$80,500. Net debt May 9 1918, \$42,500. Assessed val., \$2,750,000. Total tax rate (per \$1,000), \$15 20.

**REDDING, Shasta County, Calif.—NO ACTION YET TAKEN.**—No action has yet been taken looking towards the issuance of the \$40,000 municipal light and power bonds mentioned in V. 106, p. 1382.

**REDWOOD COUNTY (P. O. Redwood Falls), Minn.—BOND SALE.**—Kalman, Matteson & Wood, of St. Paul, recently purchased an issue of \$30,000 5% bridge bonds. Denom. \$1,000. Date Jan. 1 1918. Interest J. & D. due serially.

**REYNOLDS COUNTY (P. O. Centerville), Mo.—BOND SALE.**—The Ellington Bank of Ellington is reported as having been awarded the \$100,000 4% 20-year road and bridge bonds voted in Dec.—V. 105, p. 2292.

**RICHLAND COUNTY (P. O. Mansfield), Ohio.—BOND OFFERING.**—Proposals will be received by Wm. F. Fisher, County Auditor, until 11 a. m. May 27 for \$9,000 6% coupon bridge bonds. Denom. \$500. Date June 1 1918. Prin. & semi-ann. int. (M. & N.) payable at the County Treasurer's office. Due \$500 each six months from Nov. 1 1918 to Nov. 1 1927, incl. Cert. check on a bank of Mansfield for 5% of amount of bonds bid for, payable to the above Auditor, required.

**RICHLAND COUNTY SCHOOL DISTRICT NO. 55 (P. O. Sidney), Mont.—BOND SALE.**—On May 2 the \$1,200 6% 5-10-year (opt.) coupon school bonds—V. 106, p. 1711—were awarded to the State Board of Land Commissioners at par. Denom. \$100. Int. ann.

**RICHMOND, Ray County, Mo.—BOND VOTED.**—Newspapers state that by a vote of 406 to 33 the question of issuing \$32,000 water-system bonds carried at a recent election.

**ROCHESTER, N. Y.—CORRECTION.**—The City Comptroller writes us that the \$50,000 school notes payable 4 months from May 14 1918 and the \$50,000 war emergency notes payable 8 months from May 14 1918, which he reported to us last week as having been sold to Bernhard, Scholle & Co. of New York and Goldman, Sachs & Co. of New York (V. 106, p. 2042), were all awarded to the National City Co. of New York at 5% int. and \$13 premium. Other bidders were:

	Interest.	Premium.
Bernhard, Scholle & Co., (For \$150,000 4-mos.) notes	1.98%	---
New York	(For 50,000 8-mos.) notes	5.55%
Goldman, Sachs & Co., N. Y., for \$50,000 8-mos. notes	5.31%	---
Sage, Wolcott & Steele, Rochester, for \$150,000 4-mos. notes	5.00%	\$6.00
White, Weld & Co., N. Y. C., for \$150,000 4-mos. notes	5.10%	6.00
S. N. Bond & Co., N. Y. City, for all notes	5.15%	7.00
Salomon Bros. & Hutzler, (For \$150,000 4-mos.) notes	5.11%	---
New York	(For 50,000 8-mos.) notes	5.45%

**ROCK COUNTY (P. O. Janesville), Wisc.—BOND SALE.**—During the month of April \$26,000 5% road bonds was awarded to local investors at par and int. Denom. \$100. Int. semi-ann. Due yearly on April 1 1919 and 1920.

**ROCK COUNTY SCHOOL DISTRICT NO. 8 (P. O. Magnolia), Minn.—BOND SALE.**—On May 7 the voters authorized the issuance to the State of Minnesota of \$45,000 4% school bldg. bonds by a vote of 80 to 38.—V. 106, p. 1820. Due in 25 years, subject \$5,000 in 5 years and \$1,000 yearly thereafter.

**ROSS COUNTY (P. O. Chillicothe), Ohio.—BOND OFFERING.**—It is reported that Walter S. Barrett, County Auditor, will receive bids until 12 m. May 25 for \$30,000 6% bridge bonds. Int. semi-ann. Cert. check for \$500 required.

**ROYERSFORD SCHOOL DISTRICT (P. O. Royersford), Montgomery County, Pa.—BOND SALE.**—During April an issue of \$13,000 4½% 5-30-year (opt.) refunding bonds was sold for \$13,501, equal to 103.853. Denom. \$500. Date April 1 1918. Int. A. & O.

**ST. CHARLES, Kane County, Ill.—BOND OFFERING.**—Proposals will be received by the Clerk until May 22 for \$15,000 water-extension bonds. Further particulars will be furnished by Chas. L. Hunt, City Attorney.

**ST. LUCIE COUNTY SPECIAL TAX SCHOOL DISTRICT NO. 11 (P. O. Port Pierce), Fla.—BOND SALE.**—The \$25,000 6% 10-30-year school bonds, dated Apr. 1 1918—V. 106, p. 1600—were awarded, it is stated, to Powell, Garard & Co. of Chicago for \$25,442, equal to 101.768. Denom. \$1,000.

**SANDUSKY TOWNSHIP ROAD DISTRICT NO. 2 (P. O. Crestline), Sandusky County, Ohio.—BOND OFFERING.**—Proposals will be received, it is stated, by Morris Knisley, Township Clerk, until 12 m. May 22 for \$11,000 5% road bonds. Int. semi-ann. Cert. check for \$200 required.

**SANGER, Fresno County, Calif.—NO ACTION YET TAKEN.**—No action has been taken looking towards the issuance of the \$15,000 5½% sewer bonds voted on April 9 (V. 106, p. 1711).

**SAPORA SCHOOL DISTRICT NO. 18, Santa Cruz County, Ariz.—BONDS NOT TO BE REOFFERED AT PRESENT.**—An issue of \$2,000 6% school bonds, offered without success on March 19, will not be reoffered at present. Int. semi-ann.

**SCHEECTADY, N. Y.—CERTIFICATE OFFERING.**—Proposals will be received by L. G. Dibble, City Comptroller, until 11 a. m. May 28 for \$150,000 certificates of indebtedness in anticipation of taxes, dated May 20 1918 and payable Jan. 6 1919 at the City Treasurer's office or at the Importers & Traders Nat. Bank, New York, at option of bidder. Certificates will be delivered to the purchaser at said bank, if desired. Int. rate to be named in bid. Cert. check on a solvent bank or trust company, for 1% of the amount of certificates bid for, payable to the City Comptroller, required.

*Financial Statement, May 16 1918.*

Present bonded debt	\$4,848,108 05
Certificates of indebtedness	490,000 00
Total	\$5,338,108 05
Deduct—	
Sinking funds	\$330,311 50
Certificates of indebtedness	490,000 00
Bonds included above maturing during the year 1918, tax for their payment having been included in 1918 levy	262,736 30
	1,083,047 80

Net bonded debt	\$4,255,060 25
Water bonds included in the above	330,000 00
Assessed valuation—Real estate (1917)	63,487,180 00
" Personal (1917)	714,450 00
" Franchises (1917)	2,450,800 00
	\$66,652,439 00

Population, 1915 (State Census, 80,386; 1917 (Postal Census), 97,887.

**SEBASTIAN COUNTY ROAD IMPROVEMENT DISTRICT NO. 1, Ark.—BOND OFFERING.**—Proposals will be received until May 25 by Chas. E. Osborn, District President (P. O. Greenwood), for \$70,000 6% road bonds. Date May 25 1918. Cert. check for \$500 required.

**SHAWNEE SCHOOL TOWNSHIP (P. O. Shawnee), Perry County, Ohio.—BOND ELECTION.**—It is reported that an election will be held May 21 to vote on \$95,000 school centralization bonds.

**SHAWNEE TOWNSHIP SCHOOL DISTRICT, Allen County, Ohio.—BOND ELECTION.**—An election will be held May 21, it is stated, to vote on a proposition to issue \$75,000 school-building bonds.

**SHELBY, Cleveland County, No. Caro.—DESCRIPTION OF BONDS.**—The \$30,000 6% municipal bonds awarded on July 20 1917 to John Nuveen & Co. of Chicago at par—V. 106, p. 315—are in denom. of \$1,000 and dated Nov. 15 1917. Prin. and semi-ann. int. (M. & N.) payable at the Chase National Bank, N. Y. Due \$3,000 yearly on Nov. 15 from 1919 to 1924, incl., and \$4,000 yearly on Nov. 15 from 1925 to 1927, incl.

*Financial Statement.*

Estimated true value of property \$3,000,000  
Assessed valuation for taxation (1917) 1,643,278

Total bonded debt, this issue included \$259,000

Less water debt 120,000

Net bonded debt 139,000

Population, 3,127 (1910 Census); 1917 (est.), 4,500.

**SHERIDAN COUNTY SCHOOL DISTRICT NO. 43 (P. O. Comerford), Mont.—BOND OFFERING.**—A. E. Reinhartson, District Clerk, will receive bids until 2 p. m. May 24, it is stated, for \$4,000 6% school bldg. bonds. Cert. check for 500 required.

**SLATINGTON SCHOOL DISTRICT (P. O. Slatington), Lehigh County, Pa.—BOND ELECTION.**—An election will be held May 21, it is stated, to vote on a proposition to issue \$22,500 school bonds.

**SONORTA SCHOOL DISTRICT, Santa Cruz County, Ariz.—BONDS NOT TO BE OFFERED AT PRESENT.**—An issue of \$4,000 school bonds for which no bids were received on March 19 will not be offered at present. Int. semi-ann.

**SOUTH PARK INDEPENDENT SCHOOL DISTRICT (P. O. Beaumont), Jefferson County, Tex.—BOND OFFERING.**—Proposals will be received until 2 p. m. May 28 by L. R. Pietzsch, Secretary Board of Trustees, for the \$97,500 5% school bonds voted at the election held Apr. 13—V. 106, p. 1491. Denom. \$500. Date Apr. 14 1918. Int. A. & O. Due \$3,000 yearly on Apr. 10 from 1919 to 1957, incl. Cert. check for 2% of the amount of bid, required.

<i>Financial Statement.</i>	
Assessed valuation of property 1917 roll.....	\$9,740,210
Total debt (including this issue).....	193,500
Sinking fund reserved for payment.....	16,897
Value of property owned by district.....	130,000
Probable valuation for 1918.....	11,000,000

**SPOKANE COUNTY SCHOOL DISTRICT NO. 168 (P. O. Spokane), Wash.—BOND SALE.**—On May 11 the State of Washington purchased at par the \$12,000 5% 20-year (opt.) school bonds offered on that day.—V. 106, p. 1933. Date May 1 1918. Int. semi-ann.

**SPRINGFIELD, Clark County, Ohio.—NO BIDS RECEIVED.**—No bids were received, it is reported, for the three issues of 5% 1-10-year serial coupon special assessment bonds, aggregating \$109,435, offered on May 13.—V. 106, p. 1820.

**STILLWATER, Payne County, Okla.—BONDS AWARDED IN PART.**—Of the three issues of 5% 20-year bonds, aggregating \$175,000, offered on Mar. 11—V. 106, p. 1055—\$75,000 have been awarded to local investors at par. Denom. \$1,000. Date Apr. 1 1918.

**STILLWATER AND SWEETGRASS COUNTIES JOINT SCHOOL DISTRICT NO. 9, Mont.—BOND OFFERING.**—Reports state that Grace Grant, Clerk Board of Trustees, (P. O. Columbus), will receive proposals until 3 p. m. June 3 for \$8,850 6% 10-20-year (opt.) coupon school-bldg. bonds. Denoms. 17 for \$500 and 1 for \$350. Cert. check for \$400, payable to the above Clerk, required.

**STRAYHORN CONSOLIDATED SCHOOL DISTRICT (P. O. Senatobia), Tate County, Miss.—BOND SALE.**—On May 5 the \$20,000 6% school bonds—V. 106, p. 1820—were awarded to the Wm R. Compton Co. of St. Louis for \$20,100, equal to 100.50. Denom. \$500. Date May 1 1918. Int. semi-ann. Due May 1 1938.

**SULPHUR, Murray County, Okla.—BOND SALE.**—Recently John Nuveen & Co. of Chicago purchased \$25,000 6% water-works-extension bonds. Denom. \$1,000. Date Feb. 1 1918. Prin. and semi-annual int. (F. & A.) payable at the Oklahoma Fiscal Agency, N. Y. Due Feb. 1 1943.

<i>Financial Statement.</i>	
Estimated true value of property.....	\$2,000,000
Assessed valuation for taxation (1917).....	1,206,024
Total bonded debt, this issued included.....	\$146,613
Less water debt.....	\$78,000
Less sinking fund.....	20,000
	98,000

Net debt (less than 4%)..... 48,613  
Population (1910 Census), 3,664; 1918 (est.), 4,500.

**TANGIPAHOA PARISH (P. O. Amite), La.—OFFICIAL VOTE.**—The official vote polled on Apr. 23 upon the proposition to issue \$100,000 5% Road District No. 5 highway bonds was 147 "for" to 18 "against."—V. 106, p. 1933.

**THROOP (Borough), Lackawanna County, Pa.—BOND OFFERING.**—Proposals will be received by M. J. O'Horo until 7 p. m. June 5 for \$65,000 5% coupon (with privilege of registration) tax-free refunding bonds. Denoms. 50 for \$1,000 and 30 for \$500. Date Apr. 1 1918. Prin. and semi-ann. int. (A. & O.) payable at the office of the Borough Treasurer or at the First National Bank of Olyphant. Due \$10,000 yearly on Apr. 1 from 1929 to 1933, incl., and \$15,000 Apr. 1 1934. Cert. check for \$500 on a bank or trust company, required. The official circular states that there is no controversy or litigation pending or threatened affecting the corporate existence of the municipality, or the title of its present officials to their respective offices, or the validity of this proposed bond issue, nor has any previous issue been contested, but principal and interest have always been promptly paid at maturity. Assessed valuation 1917, \$7,809,508. Actual value (est.), \$10,000,000. Tax rate (per \$1,000) \$4. Population 1918, 7,500.

**TISHOMINGO COUNTY (P. O. Iuka), Miss.—BIDS REJECTED.**—Reports state that all bids received for the \$30,000 6% 10-24-year serial coupon tax-free Burnsville Road District bonds dated Aug. 1 1918, offered on May 7 (V. 106, p. 1933), were rejected.

**TORRANCE COUNTY SCHOOL DISTRICT NO. 8, N. Mex.—BOND ELECTION.**—A proposition to issue \$10,000 school bonds will be submitted to the voters on May 23, it is stated.

**TRAILL COUNTY (P. O. Hillsboro), No. Dak.—BOND OFFERING.**—County Auditor Gerhard D. Olson will sell at 10 a. m. May 21, it is stated, \$11,498 40 15-year Hillsboro No. 26 construction bonds at not exceeding 7% interest.

**TY TY, Tift County, Ga.—BOND SALE.**—On Apr. 1 the Bank of Ty Ty was awarded the \$12,000 6% public-impt. bonds recently voted—V. 106, p. 1382—at par and interest. Denom. \$500. Date Jan. 1 1918. Due one bond yearly.

**WABASH COUNTY (P. O. Wabash), Ind.—NO BIDS RECEIVED.**—No bids were received for the \$18,000 4½% highway bonds offered on May 4 (V. 106, p. 1933).

**WAKE COUNTY (P. O. Raleigh), No. Caro.—BOND SALE.**—On May 7 Well, Roth & Co. of Cincinnati were awarded the \$40,000 6% 30-year Garner Road District bonds.—V. 106, p. 1601 at par and interest. Denom. \$1,000.

**WAPAKONETA CITY SCHOOL DISTRICT (P. O. Wapakoneta), Auglaize County, Ohio.—BOND SALE.**—On May 10 the two issues of 5½% 1-9-year serial coupon school addition bonds, aggregating \$8,500 (V. 106, p. 1933) were awarded to the Davies-Bertram Co. of Cincinnati for \$8,535, equal to 100.411. Other bidders were:

Stacy & Braun, Toledo—\$8,522 73 Sesongood & Mayer, Cin—\$8,510 00 R. Kleybolte & Co., Cinc—\$8,512 12 W. L. Slayton & Co., Toledo 8,507 35

**WASHINGTON C. H., Fayette County, Oh io.—BOND SALE.**—An issue of \$12,000 5% 5½-year av. street impt. bonds was recently awarded to the Commercial Bank of Washington C. H. at par and int. Denom. \$500. Int. M. & S.

**WASHINGTON COUNTY (P. O. West Bend), Wis.—BONDS VOTED.**—At a recent election a proposition to issue \$10,000 6% bridge bonds carried, by a vote of 199 to 195. Due \$2,000 yearly from 1927 to 1931 incl. Date of sale not yet determined.

**WASHINGTON COUNTY SPECIAL TAX SCHOOL DISTRICT NO. 1 (P. O. Chipley), Fla.—BOND OFFERING.**—J. H. Varnum, Supt. Board of Public Instruction at Vernon, will sell at public auction June 3 (date changed from May 7—V. 106, p. 1821) \$35,000 6% school bonds. Denom. \$1,000. Date June 4 1918. Prin. and semi-ann. int., payable at the First National Bank, Chipley. Due June 4 1934. Cert. check for \$1,000 required.

**WASHINGTON TOWNSHIP SCHOOL DISTRICT (P. O. Seymour), Jackson County, Ind.—BOND SALE.**—The \$5,000 5% 10-year school bonds offered on May 14 (V. 106, p. 1933), were awarded, it is stated, to the First National Bank of Seymour for \$5,050, equal to 101.

**WAUTAUGA COUNTY (P. O. Boone), No. Caro.—BOND SALE.**—A bid of \$50,100 was received from C. W. McNear & Co. of Chicago for the \$50,000 5% 30-year road bonds, offered on May 6.—V. 106, p. 1491.

**WHARTON COUNTY (P. O. Wharton), Tex.—BOND OFFERING.**—Reports state that W. G. Davis, County Judge, will receive proposals at any time for \$60,000 5½% 30-year Road Dist. No. 3 bonds.

**WHITE BEAR SCHOOL DISTRICT, Ramsey County, Minn.—BONDS DEFEATED.**—On April 29 a proposition to issue \$18,000 school-building bonds was defeated, it is stated, by a vote of 265 "for" to 332 "against."

**WHITPAIN TOWNSHIP SCHOOL DISTRICT (P. O. Norristown), Montgomery County, Pa.—BOND SALE.**—The \$25,000 4½% 2-30-year (opt.) tax-free high school bonds mentioned in V. 106, p. 734 were sold on Jan. 10 to the Peoples National Bank of Norristown at par and acc. int.

**WILLIAMSPORT, Lycoming County, Pa.—BOND ELECTION.**—An election will be held May 21 to vote on a proposition to issue \$15,000 bonds, it is stated.

**WILMINGTON SCHOOL DISTRICT (P. O. Wilmington), New Hanover County, No. Caro.—BOND VOTED.**—At an election May 8 a proposition to issue \$250,000 5% school bonds carried. Date of sale not yet determined.

**WINNETKA SCHOOL DISTRICT (P. O. Winnetka), Cook County, Ill.—BONDS AUTHORIZED.**—Issues of bonds have been authorized for the purpose of purchasing a new school site at \$18,000 and for building an addition to one of the present schools at a cost of \$16,500.

**WINONA, Montgomery County, Miss.—BOND SALE.**—The \$65,000 5½% 2-year coupon tax-free refunding bonds, dated May 1918, offered May 7—V. 106, p. 1601—were awarded on that day to the Bank of Commerce & Tr. Co. of Memphis for \$65,075 (100.115) and int. There were five other bidders.

**WINTHROP, Suffolk County, Mass.—TEMPORARY LOAN.**—The rate of discount at which the temporary loan of \$40,000 dated May 3 1918 and maturing Jan. 15 1919 was awarded the Beacon Trust Co. of Boston (V. 106, p. 1933) was 5.50 discount, and not 5.40 as first reported.

**WISE COUNTY (P. O. Decatur), Tex.—NO SALE YET MADE.**—No sale has yet been made of the \$80,000 road bonds offered on April 30—V. 106, p. 1492. The above bonds are being offered as 5½%.

**WOLSEY, Beadle County, So. Dak.—BIDS REJECTED.**—All bids received for the \$17,500 5% 10-20-year (opt.) water works bonds, dated Aug. 1 1918, offered on May 3—V. 106, p. 1821—were rejected.

**WOODWARD, Woodward County, Okla.—BOND SALE.**—The \$20,000 electric light, \$7,000 water works and \$5,000 sanitary sewer extension 6% bonds, mentioned in V. 105, p. 2114, have been purchased by John Nuveen & Co. of Chicago. Denom. \$1,000. Date Jan. 1 1918. Prin. and semi-ann. int. (J. & J.) payable at the Oklahoma Fiscal Agency, N. Y. Due Jan. 1 1942.

<i>Financial Statement.</i>	
Estimated true value of property.....	\$4,000,000
Assessed valuation for taxation (1917).....	2,304,438
Total bonded debt (this issue included).....	\$285,000
Less—Water debt.....	\$109,500
Sinking fund.....	35,000
	144,500
Net debt.....	140,500
Population (1910 Census), 2,696; 1918 (est.) 6,000.	

**WORTHINGTON SCHOOL DISTRICT (P. O. Worthington), Franklin County, Ohio.—BOND OFFERING.**—Proposals will be received until 12 m. June 3 by W. P. Vest, Clerk Board of Education, for \$5,000 6% coupon bonds. Denom. \$500. Date May 1 1918. Prin. and semi-ann. int. (M. & N.), payable at Worthington Sav. Bank Co. Due \$500 each six months from May 1 1921 to Nov. 1925. Cert. check for \$100, payable to Board of Education, required.

**YAKIMA COUNTY DRAINAGE DISTRICTS, Wash.—BOND SALE.**—On Nov. 24 last Ferris & Hardgrove of Spokane were awarded \$23,000 Dist. No. 13 and \$14,000 Dist. No. 24 6% 1-14-year serial bonds. Denom. \$200. Date Nov. 1 1917. Int. J. & J.

**YAKIMA COUNTY SCHOOL DISTRICT NO. 8 (P. O. Yakima), Wash.—BOND SALE.**—On April 27 the State of Washington was awarded the \$1,800 5% 1-5-year (opt.) school bonds.—V. 106, p. 1821.

**YELLOWSTONE COUNTY SCHOOL DISTRICT NO. 6 (P. O. Billings), Mont.—BOND OFFERING.**—Reports state that proposals will be received until 2 p. m. June 1 by A. O. Hefflefinger, Clerk Board of Trustees, for \$2,000 5-15-year (opt.) school bonds, at not exceeding 6% int. Cert. check for \$200 required.

**YOUNGSTOWN, Mahoning County, Ohio.—FINANCIAL STATEMENT.**—We are in receipt of the following financial statement issued in connection with the offering on May 20 of the six issues of street impt. bonds, aggregating \$486,785.—V. 106, p. 1934. Bonded debt (incl. this issue) May 10 1918, \$6,047,495. Sinking fund \$483,851 75. Assessed valuation 1917, \$198,083,420. Tax rate (per \$1,000) 1917, \$14 40. Population 1910 (Census), 79,066; 1918 (est.), 120,000.

## CANADA, its Provinces and Municipalities.

**BRUCE COUNTY (P. O. Walkertown), Ont.—DEBENTURE SALE.**—An issue of \$60,000 6% 10 installment debentures is reported sold to local investors.

**CHATHAM, Ont.—DEBENTURE SALE.**—The \$45,000 hydroelectric debentures, mentioned in V. 106, p. 1822, have been sold to local purchasers, it is stated.

**COBURG, Northumberland County, Ont.—DEBENTURE SALE.**—It is reported that a private investor has purchased at par \$38,100 6½% 20 installment bonds.

**FITZROY TOWNSHIP SCHOOL DISTRICT NO. 8 (P. O. Kinburn), Ont.—DEBENTURE SALE.**—Proposals will be received by Wm. Boyle, Township Clerk, until 12 m. May 24 for \$7,000 6% 25 installment school site and building bonds.

**HAMILTON, Ont.—DEBENTURE OFFERING.**—Bids will be received for \$346,040 6% 10 installment debentures, it is stated. Int. semi-ann.

**HURON COUNTY (P. O. Goderich), Ont.—DEBENTURE SALE.**—It is reported that an issue of \$140,000 5½% debentures has been sold to local investors.

**KITCHENER, Ont.—DEBENTURE SALE.**—The Economical Fire Ins. Co. was awarded on April 2 an issue of \$15,694 6% local impt. debentures, dated in 1917 for \$15,380 12, equal to 98. Int. ann. in Oct. Due in 3, 5, 10, 20 and 30 years.

**LYNNVILLE SCHOOL DISTRICT, Man.—DEBENTURE SALE.**—It is stated that H. O'Hara & Co. of Toronto have purchased \$1,300 7% 15 installment school debentures.

**NEMAHA SCHOOL DISTRICT, Sask.—DEBENTURE SALE.**—Goldman & Co. of Regina were recently awarded an issue of \$1,200 debentures, it is reported.

**ONTARIO (Province of)—BOND OFFERING.**—Proposals will be received by F. W. McGarry, Provincial Treasurer (P. O. Ottawa) until 12 m. May 20 for \$3,000,000 6% 10-year gold coupon bonds. Denom. 2,500 for \$100, \$1,000 for \$500 and 2,250 for \$1,000. Date May 15 1918. Prin. and semi-ann. int. (M. & N.) payable at the Provincial Treasurer's office, Toronto, the Bank of Montreal, Montreal, or at the agency of the Bank of Montreal, in New York. Payment for bonds with accrued interest to date of payment to be made at the office of the Provincial Treasurer as follows: \$1,500,000 May 28 1918, and \$1,500,000 June 10 1918. Tenders must be for the whole amount offered and must be accompanied by a certified check for \$100,000.

**OTTAWA, Sask.—DEBENTURES AUTHORIZED.**—A by-law has been passed, it is stated, authorizing the issuance of \$40,000 soldiers home debentures.

**REGINA, Sask.—DEBENTURE OFFERING.**—This city is offering at the present time, on a 6½% basis, \$1,000,000 to meet 3-year treasury bills, which are maturing, it is reported.

**REVELSTOKE, B. C.—DEBENTURE SALE.**—An issue of \$8,500 5½% 10-year sidewalk debentures has been disposed of at par. Denom. \$500. Date Feb. 15 1918. Int. F. & A.

**SANDWICH, Ont.—DEBENTURE SALE.**—It is reported that Aemilius Jarvis & Co. of Toronto have been awarded \$30,000 6% 25 installment debentures.

**SANDWICH WEST, Ont.—DEBENTURE SALE.**—It is reported that C. H. Burgess & Co. of Toronto were awarded \$20,000 6% 10 installment debentures.

**SASKATOON, Sask.—DEBENTURES TO BE OFFERED SHORTLY.**—An issue of \$15,000 fire-dept. debentures is proposed, it is reported.

**TISDALE SCHOOL DISTRICT (P. O. Tisdale), Ont.—DEBENTURE SALE.**—A. E. Ames & Co. of Toronto have been awarded \$58,000 6% 15 installment debentures, it is stated.

**TRAIL, B. C.—DEBENTURE SALE.**—On Apr. 30 the \$15,000 school and \$6,400 water works 6% gold coupon debentures—V. 106, p. 1602—were awarded to C. H. Burgess & Co. of Toronto for \$18,168 60, equal to 84.9. The National Bond Corporation of Vancouver bid 80.2 on the water works issue and 84.234 on the school debentures.

**TRENTON, Sask.—DEBENTURES AUTHORIZED.**—On May 6, \$21,000 water-works system and \$16,000 fire-apparatus debentures were authorized, it is reported.

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TWO SECTIONS—SECTION TWO

# RAILWAY EARNINGS

## SECTION OF THE COMMERCIAL & FINANCIAL CHRONICLE

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VOL. 106.

NEW YORK, MAY 18, 1918.

NO. 2760.

**T**HIS entire publication is devoted to a presentation of the reports of earnings and expenses of United States railroads for February and for March and for the calendar year to date, including said months. The table embraces every steam operating railroad in the country which is obliged to make monthly reports to the Inter-State Commerce Commission at Washington. *Returns are now required only from carriers whose railway operating revenues, or gross earnings, exceed \$1,000,000 per annum.*

**Sworn Returns.** The figures are a transcript of the sworn returns on file at Washington. They have the further advantage of uniformity of method and classification. Every company is obliged to make up its returns on the same basis and in the same way as every other company.

**Earnings Our Specialty.** The "Chronicle" has always made a specialty of weekly and monthly reports of railroad earnings, and for nearly fifty years its weekly and monthly summaries have been everywhere accepted as authoritative. The present publication is in continuation of this work.

**Full Details.** These Inter-State Commerce returns also make it possible for us to present full details of both the revenues and expenses. Besides showing total gross earnings, we indicate separately the passenger and the freight revenues. In the case of the expenditures we report the outlays for both maintenance of way and maintenance of equipment as well as the traffic and transportation expenses. We also show the railway tax accruals (less War Taxes) and the net earnings after the deduction of such taxes and the comparatively trifling item of uncollectible railway revenues. In addition, we indicate the net earnings remaining *after the deduction of certain rents*, namely equipment rents and joint facility rent. Lastly, we show the Federal War Taxes, the carriers being obliged themselves to meet these taxes out of the rental received from the Government. We conclude by giving the miles operated on which the earnings are based.

**Cents Discarded.** The cents we have necessarily been obliged to discard altogether, and if in any case the results should happen to vary a dollar, one way or the other, from exact proof, the reason for the variance will be found in that circumstance.

**Company Returns Also Given.** To make this publication absolutely complete, we add several pages at the end to show also the figures issued by the companies themselves, where they are made up on a basis different from that of the Commerce Commission returns, or where they give fixed charges in addition to earnings, or where they have a separate and distinct fiscal year.

**Other Returns Continued.** The matter contained in this extra and novel publication is entirely additional to the comprehensive reports of earnings we furnish in the "Chronicle" from week to week. All the returns of the leading roads, and also all weekly figures of gross earnings, are printed regularly and promptly in the "Chronicle" as soon as received. But in addition we issue once a month—say about the 15th—this special publication, furnishing a sort of compendium of earnings in which we bring together all the returns for the latest month which are available.

**Only for Subscribers.** As in the case of our numerous other Supplements or "Sections," all of which are expensive publications, the "Railway Earnings Section" will be furnished only to "Chronicle" subscribers. These will receive it free of charge, one copy going with each subscription. It will be impossible to obtain copies in any other way, as none will be printed for general sale.

**WILLIAM B. DANA COMPANY, PUBLISHERS  
NEW YORK**

CHRONICLE BUILDING

FRONT, PINE & DEPEYSTER STREETS

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Detroit & Mackinac	5 and 15	New York Central	8, 18 and 24	Wabash	12 and 22																																																																																																														
Detroit & Toledo Shore Line	5 and 15	New York Chicago & St Louis	9, 19 and 24	Washington Southern. <i>See</i> Rich-Wash	10 and 20																																																																																																														
Detroit Grand Haven & Milwaukee	6 and 16	New York New Haven & Hartford	9 and 19	West Jersey & Seashore. <i>See</i> Penn	9 and 19																																																																																																														
Detroit Toledo & Ironton	6 and 16	New York Ontario & Western	9, 19 and 24	Western Maryland	12 and 22																																																																																																														
Duluth & Iron Range	6 and 16	New York Phila & Norfolk. <i>See</i> Penn	9 and 19	Western Pacific	12 and 22																																																																																																														
Duluth Missabe & Northern	6 and 16			Western Railway of Alabama	12 and 22																																																																																																														
Duluth South Shore & Atlantic	6, 16 and 23			Wheeling & Lake Erie	12 and 22																																																																																																														
Duluth Winnipeg & Pacific	6 and 16			Yazoo & Mississippi Valley	12 and 22																																																																																																														

## INTER-STATE COMMERCE COMMISSION RETURNS FOR FEBRUARY

In the following we show the figures of earnings and expenses for FEBRUARY 1918, as compared with February 1917, of every steam railroad in the United States which is obliged to file monthly returns of earnings and expenses with the Inter-State Commerce Commission at Washington.

On pages 13 to 22 inclusive we also give the comparative returns of the same roads for the month of March.

*Monthly returns are required now only, by the Inter-State Commerce Commission, from roads whose gross railway operating revenues exceed \$1,000,000 per annum.*

In the closing pages of this publication—pages 23 and 24—we also give the *Company* returns where these differ in any way from the Commerce Commission returns or embrace more facts than are contained in the latter.

Alabama & Vicksburg				Atlanta & West Point				Baltimore & Ohio			
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28	
EARNINGS.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1917.
Freight revenue	\$ 104,706	\$ 110,540	211,410	227,175	\$ 87,270	\$ 60,089	158,321	129,411	6,498,307	\$ 6,770,395	11,362,627
Passenger revenue	44,257	31,473	94,419	69,119	60,883	46,331	132,435	92,845	1,502,934	1,088,254	3,266,306
Tot., incl. other rev.	168,429	155,980	345,607	326,866	166,043	124,062	331,778	256,546	8,976,321	8,665,656	16,507,955
Expenses—Maint. way	15,329	22,600	29,943	46,895	18,060	13,632	35,592	28,260	1,347,707	871,746	2,619,769
Maint. of equipm't	36,402	23,436	72,180	48,889	26,827	20,582	56,225	43,015	2,793,224	1,795,961	5,431,070
Traffic expenses	5,008	5,632	10,483	9,987	3,711	7,116	7,824	15,078	175,053	204,275	364,055
Transportation exp.	71,796	52,844	150,249	114,704	61,509	38,490	120,975	79,865	5,150,215	3,678,725	10,690,483
Total, incl. other	136,799	114,569	279,291	239,228	117,699	87,602	236,190	181,445	9,803,786	8,641,466	19,809,434
Net from railroad	31,629	41,410	66,315	87,638	48,344	36,459	95,588	75,100	827,465	1,824,183	3,301,478
Taxes (less war taxes)	10,500	9,000	21,000	18,000	7,600	7,195	15,200	14,390	411,103	336,948	801,762
Net after taxes	21,129	32,410	45,315	69,638	40,744	29,253	80,388	60,592	1,240,909	1,486,855	4,108,735
Net after rents	22,148	41,775	55,531	86,500	37,643	30,929	74,821	63,751	-1,361,303	1,339,347	4,545,832
War taxes	1,287	700	2,768	2,500	4,500	9,000	-----	-----	21,174	54,508	-----
Aver. miles of r'd oper.	141	141	93	93	93	93	93	93	4,948	4,545	-----
Ann Arbor				Atlanta Birmingham & Atlantic				B & O Chicago Terminal			
EARNINGS.	Month of February	Jan. 1 to Feb. 28	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1917.
Freight revenue	\$ 142,369	\$ 127,916	318,901	316,675	\$ 258,653	\$ 241,714	515,479	473,786	\$ 5 3	\$ 427	\$ 784
Passenger revenue	29,523	33,844	65,385	75,849	51,606	39,488	108,895	88,109	-----	-----	864
Tot., incl. other rev.	189,565	174,225	419,034	418,042	336,312	304,221	676,585	606,689	90,816	128,008	163,461
Expenses—Maint. way	23,109	16,064	54,845	42,641	68,999	33,863	128,780	75,083	83,769	11,798	74,913
Maint. of equipm't	39,725	38,474	93,520	81,172	68,068	47,833	145,283	98,862	33,541	23,997	68,414
Traffic expenses	5,228	5,652	10,839	11,003	10,455	15,421	21,752	30,625	821	1,114	1,745
Transportation exp.	128,059	106,443	255,506	205,367	154,509	129,902	320,070	255,770	94,030	112,754	184,761
Total, incl. other	205,359	175,858	433,917	359,312	314,117	238,847	639,279	482,652	164,476	156,564	354,191
Net from railroad	-15,793	-1,633	-14,883	58,729	22,195	65,373	37,306	124,037	-73,660	-28,555	-190,729
Taxes (less war taxes)	13,100	13,100	26,200	26,200	15,700	13,700	31,400	27,400	23,414	22,688	41,774
Net after taxes	28,893	-14,746	-41,083	32,418	6,469	51,667	5,828	96,630	-97,074	-51,479	-232,503
Net after rents	36,514	-37,086	-60,323	3,500	-7,598	44,084	-26,029	90,465	42,075	26,705	44,459
War taxes	-----	-----	-----	-----	-----	-----	-----	-----	355	355	636
Aver. miles of r'd oper.	293	293	639	639	639	639	639	639	79	79	79
Atchison Top & Santa Fe System				Atlantic & St Lawrence				Bangor & Aroostook			
EARNINGS.	Month of February	Jan. 1 to Feb. 28	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1917.
Freight revenue	\$ 7,149,511	\$ 6,794,798	14,243,735	14,182,073	\$ 100,636	\$ 151,169	232,606	271,338	\$ 227,559	\$ 283,461	\$ 469,003
Passenger revenue	2,542,168	2,349,373	5,366,586	4,828,098	18,053	19,687	40,223	38,945	50,887	48,862	114,363
Tot., incl. other rev.	10,540,239	9,931,330	21,375,027	20,605,348	128,997	188,395	808,861	339,441	292,853	349,919	614,893
Expenses—Maint. way	1,309,007	925,805	2,735,284	1,960,597	55,273	22,923	86,124	48,488	62,777	59,532	138,531
Maint. of equipm't	2,042,537	1,673,291	4,219,142	3,452,176	39,382	25,932	74,511	55,429	63,740	55,885	124,080
Traffic expenses	153,724	171,798	331,456	353,899	3,369	4,281	7,393	8,414	3,335	3,779	7,320
Transportation exp.	3,913,749	3,094,736	8,063,595	6,449,885	154,228	120,943	321,989	226,989	149,078	138,432	310,447
Total, incl. other	7,641,423	6,101,401	15,840,140	12,669,389	258,032	181,428	502,579	352,768	293,961	274,191	611,646
Net from railroad	2,898,816	3,829,929	5,534,887	7,935,959	-129,035	6,966	-203,718	-13,327	-1,107	75,728	3,246
Taxes (less war taxes)	557,161	506,845	1,114,790	1,011,531	11,346	10,721	22,692	21,442	17,735	18,000	35,470
Net after taxes	2,341,111	3,321,995	4,418,632	6,922,455	-140,381	-3,754	-226,410	-34,769	-18,853	60,726	-32,233
Net after rents	2,367,313	3,391,221	4,501,073	6,997,977	-147,737	-2,654	-235,734	-42,945	6,089	95,290	26,626
War taxes	165,916	331,833	-----	-----	166	166	-----	-----	3,000	3,000	5,500
Aver. miles of r'd oper.	8,641	8,647	-----	-----	170	170	-----	-----	632	632	632
Gulf Colorado & Santa Fe				Atlantic City				Belt Railway of Chicago			
EARNINGS.	Month of February	Jan. 1 to Feb. 28	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1917.
Freight revenue	\$ 1,004,568	\$ 872,309	2,096,238	1,978,607	\$ 51,800	\$ 61,724	154,408	132,703	-----	-----	-----
Passenger revenue	344,885	207,117	758,679	445,369	71,519	55,870	139,867	116,305	-----	-----	-----
Tot., incl. other rev.	1,442,759	1,154,556	3,041,273	2,579,638	130,973	127,052	315,565	268,727	257,282	244,390	418,716
Expenses—Maint. way	240,463	224,099	514,292	449,032	26,182	26,285	55,792	52,749	27,661	17,037	69,879
Maint. of equipm't	232,118	187,577	480,863	396,437	19,511	17,874	86,921	24,649	59,816	36,206	100,265
Traffic expenses	24,348	26,441	52,804	54,643	2,569	3,397	3,606	5,781	613	1,383	896
Transportation exp.	490,338	437,553	1,009,814	891,435	109,241	97,329	231,834	206,722	172,591	143,988	331,475
Total, incl. other	1,039,348	925,723	2,162,438	1,893,355	158,552	145,792	380,597	291,755	268,954	205,516	518,775
Net from railroad	403,410	228,833	878,835	686,282	-27,578	-18,740	-65,031	-23,028	-11,671	38,873	-100,059
Taxes (less war taxes)	69,193	59,482	138,386	118,965	11,300	9,278	22,600	18,556	13,110	13,897	27,039
Net after taxes	333,718	169,162	739,145	566,057	-38,878						

## RAILWAY EARNINGS

[VOL. 106.]

Bingham & Garfield				Central of Georgia				Chicago & Eastern Illinois				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 195,633	\$ 205,079	\$ 445,495	\$ 411,145	\$ 1,085,496	\$ 741,048	\$ 2,075,228	\$ 1,517,027	\$ 1,244,166	\$ 1,104,777	\$ 2,164,201	\$ 2,318,53
Passenger revenue	4,459	5,804	8,976	12,090	397,130	266,882	796,723	565,968	245,444	243,240	491,858	518,96
Tot., incl. other rev.	206,619	212,596	470,968	428,012	1,644,264	1,133,566	3,187,191	2,331,944	1,618,832	1,476,334	2,926,209	3,092,01
Expenses—Maint.way	34,581	18,933	72,767	38,119	208,171	163,886	417,341	341,984	169,965	108,185	401,541	264,83
Maint. of equipm't	37,781	23,139	76,522	54,693	253,693	200,576	511,928	421,601	576,263	365,967	1,150,947	815,76
Traffic expenses	1,582	1,060	2,981	2,793	33,536	39,772	73,801	82,535	20,909	27,979	45,274	53,87
Transportation exp.	44,280	35,134	96,589	93,928	538,299	390,956	1,110,819	795,745	757,036	633,380	1,510,730	1,234,09
Total, incl. other	126,619	82,386	264,319	176,082	1,077,369	835,438	2,202,405	1,720,795	1,576,577	1,183,344	3,213,061	2,459,02
Net from railroad	80,000	130,209	206,649	254,930	566,895	298,128	984,786	611,149	42,255	292,990	286,872	632,98
Taxes (less war taxes)	9,565	2,847	19,130	5,261	64,764	61,342	129,544	116,654	82,127	62,500	161,764	123,50
Net after taxes	70,434	127,362	187,518	246,668	501,871	235,775	854,836	492,913	39,998	230,183	449,084	509,91
Net after rents	82,333	138,777	219,007	253,290	481,421	275,488	836,924	548,469	724	326,814	389,113	674,20
War taxes			93,333		9,096		18,192		372		735	
Aver. miles of r'd oper.	36	36			1,918		1,918		1,131		1,131	
Birmingham Southern				Central New England				Chicago & North Western				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 84,498	\$ 62,820	\$ 176,994	\$ 133,327	\$ 329,523	\$ 265,451	\$ 654,460	\$ 660,865	\$ 4,640,113	\$ 4,360,368	\$ 8,863,148	\$ 9,581,26
Passenger revenue	1,164	2,067	2,798	4,119	22,877	26,357	48,521	55,078	1,708,094	1,497,658	3,545,702	3,302,98
Tot., incl. other rev.	106,147	88,351	223,458	187,174	374,258	311,921	746,516	758,053	7,069,550	6,683,241	13,879,153	14,564,54
Expenses—Maint.way	12,621	12,919	28,651	30,092	55,029	63,176	117,560	138,769	980,640	722,514	2,466,240	1,392,91
Maint. of equipm't	28,483	19,138	57,834	41,728	72,901	47,050	122,755	99,154	1,641,045	1,344,228	3,360,998	2,704,77
Traffic expenses	835	848	1,741	1,609	1,248	1,054	2,406	2,103	109,000	114,493	221,157	222,20
Transportation exp.	52,530	40,590	113,083	82,826	221,282	150,329	425,966	301,892	3,998,265	3,130,823	7,918,596	6,375,71
Total, incl. other	98,872	78,031	209,500	165,468	359,450	268,985	686,183	557,112	6,971,267	5,562,098	14,452,938	11,200,27
Net from railroad	7,275	10,320	13,958	21,705	14,807	42,935	60,333	200,940	98,283	1,121,143	573,784	3,364,27
Taxes (less war taxes)	3,620	4,105	7,184	6,561	17,100	17,000	34,200	34,000	420,000	425,000	840,000	850,00
Net after taxes	3,655	6,214	6,774	15,143	2,310	25,928	26,114	166,934	326,183	695,611	-1,421,495	2,513,32
Net after rents	8,241	7,008	15,404	16,851	39,186	35,297	112,911	52,010	193,011	726,631	-1,088,870	2,585,02
War taxes	2	-----	19	-----	1,900	3,800	-----	-----	55,000	110,000	-----	-----
Aver. miles of r'd oper.	44	44			301	301			8,094	8,107		
Boston & Maine				Central Railroad of New Jersey				Chicago Burlington & Quincy				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 2,434,453	\$ 2,414,179	\$ 4,688,434	\$ 5,160,405	\$ 1,826,721	\$ 1,865,070	\$ 3,505,879	\$ 3,957,127	\$ 6,304,579	\$ 6,232,619	\$ 12,657,630	\$ 13,117,27
Passenger revenue	1,158,002	1,132,214	2,435,657	2,403,952	492,175	432,965	975,662	902,733	1,784,122	1,555,223	3,718,893	3,422,48
Tot., incl. other rev.	3,937,316	4,001,883	8,047,964	8,520,163	2,637,713	2,529,132	5,072,245	5,327,619	8,910,265	8,592,705	18,018,970	18,183,54
Expenses—Maint.way	571,157	456,965	1,131,204	905,748	235,745	193,176	486,195	436,888	846,420	588,124	1,810,479	1,273,15
Maint. of equipm't	794,475	644,445	1,673,371	1,304,402	663,968	514,153	1,271,725	1,046,356	1,895,346	1,380,702	3,849,396	2,881,37
Traffic expenses	91,756	26,564	68,623	59,952	23,047	26,854	48,555	62,527	113,397	114,580	243,586	254,46
Transportation exp.	2,610,976	2,343,918	5,558,283	4,612,004	1,407,729	1,065,324	2,852,144	2,157,588	3,961,023	3,202,662	8,021,923	6,520,35
Total, incl. other	4,152,032	3,588,149	8,745,956	7,118,048	2,414,998	1,884,183	4,828,638	3,860,425	7,172,365	5,589,813	14,652,588	11,568,95
Net from railroad	214,715	413,733	697,991	1,401,514	222,715	644,948	243,606	1,467,194	1,737,899	3,002,891	3,366,382	6,614,59
Taxes (less war taxes)	172,967	171,085	347,798	342,171	117,748	137,280	317,773	301,590	479,229	421,574	947,659	843,35
Net after taxes	387,683	242,648	1,045,700	1,059,342	104,888	507,652	76,220	1,165,597	1,258,670	2,581,217	2,418,722	5,771,23
Net after rents	61,040	37,689	1,510,174	457,050	81,105	532,895	100,869	1,163,731	1,353,523	2,507,322	2,467,046	5,665,52
War taxes	11,672	23,345	2,305	4,600	28,405	8,324	4,146	16,649	218,220	415,220	415,220	-----
Aver. miles of r'd oper.	252	252	(See also on page 23)		684	683			19,373	19,373	19,373	
Buffalo & Susquehanna RR Corp				Central Vermont				Chicago Great Western				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 191,347	\$ 113,536	\$ 376,252	\$ 244,567	\$ 182,948	\$ 155,154	\$ 404,686	\$ 382,638	\$ 44,106	\$ 57,167	\$ 102,470	\$ 121,23
Passenger revenue	5,402	5,583	11,349	11,922	55,100	63,360	115,128	138,418	9,028	16,861	23,509	31,979
Tot., incl. other rev.	199,406	121,420	393,070	261,128	267,841	251,426	583,594	588,570	66,598	96,611	161,152	193,06
Expenses—Maint.way	25,921	18,358	52,103	38,235	44,601	37,460	89,963	68,335	10,195	4,471	18,395	13,15
Maint. of equipm't	44,718	35,519	92,882	75,909	68,316	52,002	145,546	98,657	14,990	15,014	39,265	32,35
Traffic expenses	1,680	1,372	3,214	2,806	7,353	6,968</td						

Chicago Milwaukee & St Paul				Cincinnati New Orl & Texas Pac				Cripple Creek & Colorado Springs				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 5,145,297	4,396,619	10,195,829	10,204,014	\$ 527,346	580,205	1,008,011	1,343,267	\$ 58,939	90,098	125,962	190,238
Passenger revenue	1,330,659	1,205,917	2,820,028	2,737,481	212,553	214,144	490,137	465,328	9,786	11,111	20,631	23,803
Tot., incl. other rev.	7,322,765	6,514,625	14,815,284	14,865,738	825,222	855,042	1,675,977	1,937,931	70,798	102,989	160,434	217,544
Expenses—Maint.way	868,568	713,155	1,799,244	1,308,194	81,704	91,166	160,129	188,803	5,359	12,997	12,915	21,627
Maint. of equipm't	2,132,056	1,564,522	4,223,497	3,132,924	253,723	208,338	523,712	427,352	12,463	9,245	19,404	24,145
Traffic expenses	199,570	154,228	245,054	292,951	21,953	25,823	46,901	55,851	972	1,397	1,892	2,911
Transportation exp.	4,496,988	3,597,387	8,737,085	7,453,383	388,323	304,758	798,154	631,801	25,444	24,232	53,746	51,576
Total, incl. other	7,789,193	6,209,115	15,372,876	12,429,922	772,826	657,457	1,585,064	1,358,848	47,596	50,812	94,830	106,334
Net from railroad	466,427	305,510	557,591	2,435,815	52,396	197,585	90,912	579,082	23,202	52,177	55,604	111,210
Taxes (less war taxes)	521,795	458,697	1,032,701	923,890	38,986	37,000	77,847	77,000	4,142	3,000	8,284	6,000
Net after taxes	988,645	153,197	1,592,234	1,509,127	13,347	160,578	12,893	502,070	19,060	49,177	47,320	105,210
Net after rents	935,039	262,852	1,444,148	1,291,131	103,713	280,097	176,825	737,897	17,966	43,133	44,310	91,000
War taxes	38,693	62,711	-----	-----	10,000	-----	120,000	-----	-----	-----	-----	-----
Aver. miles of r'd oper.	10,305	10,229	-----	-----	337	337	-----	-----	116	87	-----	-----
EARNINGS.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago Peoria & St Louis				Coal & Coke				Delaware & Hudson				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 129,772	134,891	228,122	279,623	\$ 68,190	74,046	138,502	152,984	1,679,626	1,471,783	3,469,986	3,313,649
Passenger revenue	20,657	19,074	40,098	41,963	18,684	14,060	38,270	30,014	168,521	186,049	383,582	380,785
Tot., incl. other rev.	157,244	161,536	282,342	337,914	91,597	92,185	187,654	191,055	1,954,696	1,762,705	4,701,802	3,916,249
Expenses—Maint.way	19,150	17,842	41,663	39,724	18,007	11,498	33,708	25,652	251,501	186,635	514,339	390,419
Maint. of equipm't	48,386	26,475	96,468	64,341	31,739	24,804	63,315	52,353	599,357	475,225	1,376,787	993,996
Traffic expenses	5,702	6,340	11,032	12,078	1,486	1,093	2,784	2,175	20,228	23,485	42,364	50,485
Transportation exp.	86,106	75,047	175,332	142,262	42,963	42,647	99,121	75,177	1,160,552	794,386	2,394,464	1,680,367
Total, incl. other	167,692	131,383	338,838	270,290	97,652	82,889	206,673	161,099	2,131,995	1,578,878	4,533,907	3,310,307
Net from railroad	-10,447	30,152	-56,496	67,624	-6,055	9,295	-19,018	29,955	-177,299	183,827	-462,105	605,942
Taxes (less war taxes)	6,750	6,000	13,500	12,000	5,000	5,000	10,000	10,000	66,640	61,000	133,280	122,000
Net after taxes	-17,197	24,152	-69,996	55,605	-11,055	4,295	-29,018	19,955	-243,939	122,827	595,385	483,942
Net after rents	-23,184	21,641	-87,965	51,183	4,710	7,045	1737	39,367	-238,975	115,061	-576,663	509,349
War taxes	33	49	-----	-----	-----	-----	-----	-----	7,412	878	14,825	-----
Aver. miles of r'd oper.	247	255	-----	-----	197	197	-----	-----	955	955	955	955
EARNINGS.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago Rock Island & Pacific				Colorado & Wyoming				Delaware Lackawanna & Western				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 4,227,373	3,986,825	8,152,285	8,617,258	\$ 27,033	[30,169	54,739	61,051	3,103,232	2,923,532	6,871,568	6,180,588
Passenger revenue	11,717,991	1,460,637	3,597,589	3,037,201	2,349	2,023	5,120	4,170	649,803	612,567	1,346,106	1,298,123
Tot., incl. other rev.	6,462,895	5,949,977	12,771,195	12,705,507	79,792	95,756	157,069	192,131	4,196,250	3,966,725	8,590,196	8,401,401
Expenses—Maint.way	821,096	779,975	1,668,271	1,607,751	4,966	5,863	12,278	12,514	2,025,285	1,739,276	4,377,763	3,943,039
Maint. of equipm't	1,548,325	1,214,353	3,023,639	2,486,269	12,328	12,530	29,500	26,559	250,019	261,931	532,433	533,549
Traffic expenses	130,815	136,094	262,929	271,369	195	187	4,250	2,188	500,400	371,995	1,075,211	759,250
Transportation exp.	3,089,522	2,707,608	6,325,609	5,393,130	34,024	28,838	70,754	58,364	2,069,867	1,479,177	4,285,863	3,081,367
Total, incl. other	5,836,111	5,010,128	11,727,654	10,098,531	56,038	51,226	121,999	104,349	3,360,055	2,581,132	6,861,691	5,362,435
Net from railroad	626,783	939,848	1,043,540	2,606,976	23,753	44,529	35,069	87,781	836,195	1,385,592	1,728,605	3,038,906
Taxes (less war taxes)	355,530	320,670	711,765	634,087	5,000	3,305	10,000	6,551	234,660	231,866	469,321	463,732
Net after taxes	-270,773	618,784	330,520	1,971,678	18,945	41,224	25,061	81,230	601,476	1,152,622	1,258,300	2,572,177
Net after rents	145,896	533,663	115,442	1,845,306	16,391	38,376	20,518	75,541	584,499	1,159,582	1,225,585	2,527,935
War taxes	37,338	73,966	-----	-----	4,710	7,045	1737	39,367	64,039	30,000	128,079	30,000
Aver. miles of r'd oper.	7,823	7,656	-----	-----	42	43	-----	-----	10,000	2,557	2,557	2,557
EARNINGS.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago Rock Island & Gulf				Colorado & Southern System				Denver & Rio Grande				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 232,609	206,394	456,227	439,998	708,081	630,385	1,451,203	1,364,191	1,605,149	1,351,142	3,452,119	3,116,266
Passenger revenue	79,792	66,287	163,666	129,851	133,596	105,963	308,371	228,088	299,902	250,408	655,640	539,915
Tot., incl. other rev.	334,060	293,996	692,664	612,396	906,511	785,296	1,896,478	1,735,908	2,025,285	1,739,276	4,377,763	3,943,039
Expenses—Maint.way	34,338	43,688	67,021	89,269	70,270	62,512	143,500	131,647	169,718	165,600	380,612	359,202
Maint. of equipm't	65,298	48,313	109,137	98,769	122,917	141,391	345,634	271,106	500,400	371,995	1,075,211	759

## RAILWAY EARNINGS

Detroit Grand Haven & Milwaukee				Elgin Joliet & Eastern				Galveston Wharf				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Passenger revenue		34,000	36,500	62,000	82,500	9	38	12	53	-----	-----	
Tot. incl. other rev.	199,725	215,829	411,975	437,550	1,042,868	1,067,209	1,903,413	2,255,963	70,562	90,321	147,173	
Expenses—Maint. way	23,456	19,082	58,051	42,813	207,719	94,706	433,132	194,050	1,097	1,455	2,084	
Maint. of equipm't	36,004	31,266	78,504	69,049	310,358	328,020	610,033	639,035	888	1,500	2,017	
Traffic expenses	4,302	5,449	9,420	10,698	6,661	7,131	12,679	15,901	533	248	817	
Transportation exp.	162,162	142,947	329,594	310,869	505,300	381,510	1,010,579	793,559	22,800	24,325	43,897	
Total, incl. other	234,430	205,175	490,707	446,057	1,058,730	831,863	2,122,607	1,681,805	46,700	49,931	90,422	
Net from railroad	34,705	10,653	78,732	8,507	15,862	235,346	219,193	574,158	23,862	40,390	56,751	
Taxes (less war taxes)	3,444	3,620	6,888	7,240	50,772	47,940	101,545	95,980	12,300	10,500	24,600	
Net after taxes	38,156	6,605	85,640	16,176	66,635	187,406	320,739	478,173	11,562	29,890	32,151	
Net after rents	57,547	38,440	130,116	97,281	187,845	14,936	547,684	99,549	11,562	29,890	32,151	
War taxes									1,000		2,000	
Aver. miles of r'd oper.	190	190	-----	-----	138	-----	289	-----	13	13	-----	
					805	800						
Detroit Toledo & Ironton				El Paso & Southwestern				Georgia				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	88,807	159,871	167,811	350,765	960,615	897,783	1,912,550	1,875,106	311,433	172,431	598,953	367,661
Passenger revenue	7,985	11,007	14,701	23,640	213,320	214,282	425,684	414,819	109,349	64,995	220,346	141,411
Tot. incl. other rev.	105,919	182,336	203,734	401,045	1,228,640	1,169,912	2,448,256	2,407,094	449,566	258,857	881,563	553,608
Expenses—Maint. way	25,428	13,973	61,904	31,595	107,855	103,143	208,980	224,319	35,356	26,598	68,905	55,235
Maint. of equipm't	63,859	22,500	123,505	53,298	144,934	114,892	320,305	253,473	52,904	41,888	111,555	86,733
Traffic expenses	3,329	3,840	6,589	7,899	18,101	20,288	40,145	42,074	11,324	13,611	23,472	27,002
Transportation exp.	120,403	141,773	233,949	260,763	338,446	295,735	691,294	596,802	197,015	109,954	395,288	230,593
Total, incl. other	222,403	189,460	444,321	369,874	650,038	588,406	1,338,831	1,186,828	307,706	200,732	620,853	416,899
Net from railroad	116,484	7,124	240,587	31,171	578,602	601,505	1,109,424	1,220,265	141,859	58,124	260,710	136,709
Taxes (less war taxes)	8,500	8,000	17,000	16,000	50,985	38,642	101,970	77,285	5,950	5,890	11,900	10,855
Net after taxes	124,987	15,124	257,601	15,020	527,603	562,862	1,007,435	1,142,979	135,907	52,237	248,725	125,854
Net after rents	131,774	27,863	271,140	6,131	518,004	531,557	992,468	1,077,179	125,371	66,682	221,808	151,953
War taxes					1,028	1,028	-----	-----	895	328	1,752	-----
Aver. miles of r'd oper.	441	441	-----	-----	1,028	1,028	-----	-----	347	347	-----	-----
Duluth & Iron Range				Erie System				Grand Trunk Western				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	73,689	74,400	142,801	143,380	3,490,517	3,298,589	6,701,467	6,966,238	419,000	451,000	873,000	936,200
Passenger revenue	18,621	20,802	38,366	43,985	656,174	653,792	1,293,117	1,386,431	102,000	101,000	218,000	221,000
Tot. incl. other rev.	102,858	103,135	205,094	207,395	4,731,132	4,458,909	9,265,760	9,443,079	567,181	604,197	1,202,031	1,271,687
Expenses—Maint. way	64,364	47,406	126,436	92,507	639,354	446,212	1,309,889	903,204	100,562	72,388	202,838	120,092
Maint. of equipm't	62,871	60,285	136,600	128,543	1,590,068	1,316,935	3,226,260	2,762,975	194,369	126,876	397,604	276,667
Traffic expenses	1,287	1,069	2,593	2,258	76,339	96,595	159,384	194,207	16,749	15,812	36,413	31,194
Transportation exp.	100,350	81,390	208,761	166,180	2,904,185	2,517,657	5,995,829	4,958,579	328,662	295,358	764,501	640,575
Total, incl. other	245,320	201,835	504,169	413,594	5,389,448	4,532,033	11,054,800	9,134,208	718,744	533,752	1,456,957	1,115,847
Net from railroad	142,462	98,700	299,075	206,198	658,316	73,123	1,789,040	308,870	151,563	70,444	254,926	155,839
Taxes (less war taxes)	7,876	8,105	13,205	13,790	236,897	224,485	434,247	448,970	37,649	37,235	75,298	74,470
Net after taxes	150,347	106,805	312,323	219,989	789,720	299,964	2,224,019	143,148	189,213	33,196	330,226	81,054
Net after rents	99,966	105,584	260,977	219,101	776,630	246,152	2,101,499	83,395	195,655	65,006	382,021	69,407
War taxes	83	165	-----	-----	5,548	10,095	-----	-----	52,745	8,255	105,187	-----
Aver. miles of r'd oper.	284	269	-----	-----	1,989	1,989	-----	-----	836	307	1,768	-----
Duluth Missabe & Northern				Chicago & Erie				Great Northern				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	92,563	109,529	190,367	224,655	494,546	451,889	884,928	972,180	3,482,302	3,412,174	7,610,262	7,442,551
Passenger revenue	29,832	27,550	60,641	58,614	39,252	37,919	82,972	82,981	962,536	957,137	2,007,144	2,009,389
Tot. incl. other rev.	142,930	155,649	285,917	325,496	603,168	542,699	1,105,982	1,160,626	5,007,440	4,923,528	10,793,064	10,604,459
Expenses—Maint. way	104,510	82,367	207,743	192,096	85,315	56,056	489,274	112,922	778,459	689,302	1,605,744	1,295,737
Maint. of equipm't	111,874	111,051	235,989	217,014	114,699	77,057	238,436	170,114	1,164,916	963,130	2,317,191	1,966,404
Traffic expenses	2,935	2,966	6,565	6,578	14,885	18,889	30,801	37,838	87,944	119,731	177,188	214,353
Transportation exp.	131,270	99,027	264,492	204,058	396,159	309,791	797,954	610,019	2,905,405	2,114,100	6,273,140	4,469,108
Total, incl. other	391,183	314,177	797,910	653,684	631,919	483,80						

EARNINGS.				Illinois Central				Lehigh & Hudson River				Louisville Henderson & St Louis				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$	4,476,320	\$ 9,661,448	9,367,419	\$ 118,106	\$ 135,686	\$ 256,411	290,668	\$ 160,665	\$ 127,836	\$ 278,903	\$ 246,318	\$	\$	\$	
Passenger revenue		1,204,778	2,794,998	2,560,414	3,371	3,500	7,475	7,492	40,854	32,066	81,325	64,997				
Tot. incl. other rev.		7,210,448	6,229,684	13,543,526	13,024,070	126,835	148,862	275,537	327,792	209,721	170,496	376,475	331,380			
Expenses—Maint. way		1,073,486	788,090	2,427,652	1,631,522	20,474	20,608	37,203	42,330	26,759	23,435	54,567	42,977			
Maint. of equipm't		1,532,622	1,305,215	3,122,813	2,881,688	29,255	23,735	58,629	59,315	32,952	16,965	53,694	37,239			
Traffic expenses		85,767	120,248	176,720	234,646	1,799	1,279	3,249	2,772	6,034	4,987	11,703	9,573			
Transportation exp.		2,951,635	2,141,350	6,009,718	4,361,270	24,772	59,186	153,502	128,049	79,689	54,959	171,019	110,634			
Total, incl. other		5,851,634	4,544,930	12,167,673	9,490,639	131,064	109,003	261,726	241,160	149,847	103,775	299,378	207,632			
Net from railroad		1,358,814	1,684,753	1,375,853	3,533,430	4,229	39,859	13,811	86,631	59,873	66,720	77,097	123,747			
Taxes (less war taxes)		395,762	362,467	769,224	728,684	6,000	5,600	12,000	11,200	3,800	3,800	7,600	7,600			
Net after taxes		957,802	1,321,679	600,241	2,803,321	10,229	34,259	1,811	75,431	56,068	62,920	69,477	116,143			
Net after rents		1,149,909	1,582,650	1,050,759	3,338,462	15,321	19,705	9,519	44,866	43,836	50,875	43,336	96,422			
War taxes		50,539	68,826	-----	2,500	5,000	-----	109	199	199	199	216	216			
Aver. miles of r'd oper.		4,765	4,766	96	96	96	96	96	96	96	96	96	96	96	96	96
International & Great Northern				Lehigh & New England				Maine Central				Midland Valley				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$	557,214	\$ 1,317,109	1,192,206	\$ 180,151	\$ 213,118	\$ 359,826	\$ 477,940	\$ 597,086	\$ 659,764	\$ 1,202,958	\$ 1,410,838	\$	\$	\$	
Passenger revenue		280,129	192,175	549,957	1,517	1,438	2,968	2,912	230,182	214,891	500,437	447,566				
Tot. incl. other rev.		988,964	817,550	2,041,487	1,719,172	191,408	222,242	388,826	504,313	895,612	961,206	1,847,393	2,030,376			
Expenses—Maint. way		116,730	127,393	236,712	260,928	39,164	31,913	77,255	65,300	203,467	121,659	448,183	262,580			
Maint. of equipm't		180,495	133,800	365,062	289,290	50,451	40,091	105,055	89,519	186,365	159,976	417,457	333,158			
Traffic expenses		19,342	23,070	39,898	43,717	2,303	1,950	4,856	4,041	10,118	21,066	21,287	21,287			
Transportation exp.		415,227	337,400	867,804	711,183	92,408	71,099	193,233	150,512	609,280	500,696	1,275,414	1,015,015			
Total, incl. other		762,302	640,449	1,569,758	1,346,095	192,449	153,348	395,768	326,226	1,036,652	820,472	2,219,957	1,686,435			
Net from railroad		226,662	177,101	471,728	373,076	1,040	68,893	7,142	178,086	141,040	140,733	372,564	343,941			
Taxes (less war taxes)		30,000	40,000	60,000	80,000	8,616	8,835	17,313	17,670	68,228	58,705	136,456	117,411			
Net after taxes		196,345	136,978	411,289	292,422	9,656	60,058	24,456	160,416	209,274	82,014	509,072	226,405			
Net after rents		184,101	119,140	366,397	219,394	7,797	63,480	9,575	159,763	233,925	80,130	542,529	230,324			
War taxes		277	468	-----	8,737	296	296	296	296	10,595	1,216	30	30	30	30	
Aver. miles of r'd oper.		115	115	115	115	1,446	1,442	1,442	1,442	386	384	105	105	105	105	
Kansas City Mexico & Orient RR				Lehigh Valley				Midland Valley				Mineral Range				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$	69,213	\$ 159,787	149,443	\$ 2,632,553	\$ 2,736,798	\$ 5,166,609	\$ 5,723,543	\$ 80,040	\$ 86,158	\$ 172,621	\$ 182,490	\$	\$	\$	
Passenger revenue		10,355	9,957	22,531	21,136	314,814	291,952	639,049	630,325	50,766	42,035	104,371	84,495			
Tot. incl. other rev.		88,362	83,588	191,441	179,858	3,257,889	3,304,753	6,453,777	6,962,895	84,345	90,617	182,277	192,130			
Expenses—Maint. way		16,788	13,977	31,350	26,759	399,507	424,844	926,405	877,282	17,100	19,083	34,841	40,785			
Maint. of equipm't		35,332	23,501	66,687	54,793	883,790	645,374	1,876,843	1,357,257	15,645	18,283	32,122	40,610			
Traffic expenses		4,735	5,095	9,430	10,657	71,615	79,215	142,769	168,919	3,330	3,98	892	948			
Transportation exp.		52,018	42,281	107,089	87,409	2,161,598	1,837,779	4,491,645	3,611,419	53,543	51,375	113,176	101,300			
Total, incl. other		115,649	90,956	227,627	191,863	3,622,573	3,084,765	7,642,036	6,220,798	87,772	90,152	187,313	185,934			
Net from railroad		27,287	7,368	36,185	12,005	364,684	219,988	1,188,258	742,096	65,180	51,969	109,820	110,773			
Taxes (less war taxes)		6,250	6,000	12,500	12,060	161,470	159,000	322,941	320,000	6,827	5,137	13,654	10,275			
Net after taxes		33,537	13,368	48,686	24,065	526,198	60,872	1,511,496	421,880	58,320	46,787	96,132	100,348			
Net after rents		29,917	10,319	44,802	20,858	538,168	21,930	1,555,148	267,842	58,016	44,006	95,977	95,834			
War taxes		369	465	792	-----	1,154	1,154	1,154	1,154	302	302	(See also on page 23)	(See also on page 23)			
Aver. miles of r'd oper.		272	272	755	755	1,446	1,442	1,442	1,442	386	384	105	105	105	105	105
Kansas City Southern System				Los Angeles & Salt Lake				Minneapolis & St Louis								

# RAILWAY EARNINGS

[VOL. 106.]

Missouri Kansas & Texas Lines								New Orleans & North Eastern								New York Central System (Concl.)												
Month of February				Jan. 1 to Feb. 28				Month of February				Jan. 1 to Feb. 28				Month of February				Jan. 1 to Feb. 28								
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.					
Freight revenue		\$	\$	\$	\$	\$	\$	288,686	255,133	582,843	560,958	763,349	4,098,856	3,320,920	7,631,878	2,966,046	2,301,636	5,321,282	1918.	1917.	1918.	1917.						
Passenger revenue		991,251	692,456	2,093,236	1,496,361	109,898	54,033	219,239	106,435	50,151	37,081	95,767	66,402	410,946	311,088	845,955	759,647	721,480	1,605,635	-----	-----	-----	-----					
Tot. incl. other rev.		3,489,972	3,016,432	7,110,726	6,425,629	443,587	360,250	901,102	763,349	1,267,045	77,496	61,967	170,506	130,210	906,065	704,971	1,712,238	322,946	365,109	1,362,621	351,777	594,053	1,714,923	1,496,361				
Expenses—Maint. way		322,946	635,109	1,106,929	1,362,621	36,272	36,272	107,713	108,822	205,430	63,939	39,300	220,116	171,360	80,251	147,051	351,777	594,053	1,714,923	1,496,361	1,267,045	77,496	61,967	170,506	130,210			
Maint. of equipm't		351,777	594,053	1,714,923	1,496,361	7,986	11,798	120,362	386,675	243,606	188,159	120,362	22,105	71,360	1,955,513	1,732,669	3,970,673	58,416	64,543	122,856	133,922	1,701,818	1,290,938	3,367,071	2,553,724			
Traffic expenses		1,701,818	1,290,938	3,367,071	2,553,724	336,173	251,428	695,672	503,933	3,453,933	188,159	120,362	243,606	1,955,513	1,732,669	3,970,673	3,305,143	2,703,423	6,625,753	5,577,327	3,016,432	7,110,726	6,425,629	443,587				
Transportation exp.		-----	-----	-----	-----	71,401	88,822	140,993	220,116	471,956	74,841	91,834	136,968	218,966	341,160	26,069	110,519	1,701,818	1,290,938	3,367,071	2,553,724	1,267,045	77,496	61,967	170,506	130,210		
Total, incl. other		2,241,515	2,093,044	4,505,203	4,436,665	107,713	108,822	205,430	259,416	644,923	109,898	54,033	219,239	106,435	4,098,856	3,320,920	7,631,878	991,251	692,456	2,093,236	1,496,361	3,016,432	7,110,726	6,425,629	443,587			
Net from railroad		184,829	313,008	484,973	848,301	36,272	36,272	20,000	39,300	172,446	107,713	108,822	140,993	220,116	471,956	226,196	382,101	106,454	125,870	282,136	255,394	78,533	186,083	204,531	590,901			
Taxes (less war taxes)		9,000	9,000	-----	-----	71,401	88,822	140,993	220,116	471,956	74,841	91,834	136,968	218,966	341,160	26,069	110,519	1,701,818	1,290,938	3,367,071	2,553,724	1,267,045	77,496	61,967	170,506	130,210		
Net after taxes		112,517	160,721	-150,220	510,833	4,000	4,000	8,000	-----	48,553	756	1,811	1,811	1,811	4,000	8,000	1,811	1,811	1,811	1,811	1,811	1,811	1,811	1,811				
Net after rents		-----	-----	-----	-----	203	203	203	203	2,386	2,386	(See also on page 23)	(See also on page 23)	(See also on page 23)	2,386	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)				
War taxes		756	756	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	48,553	97,106	97,106	1,811	1,811	1,811	1,811	1,811	1,811	1,811	1,811			
Aver. miles of r'd oper.		3,869	3,869	3,864	3,864	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)	(See also on page 23)				
Missouri Oklahoma & Gulf								New Orleans Great Northern								Indiana Harbor Belt												
Month of February				Jan. 1 to Feb. 28				Month of February				Jan. 1 to Feb. 28				Month of February				Jan. 1 to Feb. 28								
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.					
Freight revenue		\$	\$	\$	\$	\$	\$	119,944	86,054	233,550	204,138	339,693	355,904	551,687	775,623	26,599	125,409	223,535	263,372	114,837	125,409	223,535	263,372	114,837				
Passenger revenue		26,599	18,890	54,555	41,244	30,842	25,888	59,034	50,966	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----				
Tot. incl. other rev.		148,444	150,566	291,276	317,164	158,015	121,105	306,145	273,314	339,693	355,904	551,687	775,623	291,347	228,988	541,528	491,277	31,505	18,667	54,153	30,404	18,667	54,153	30,404	18,667			
Expenses—Maint. way		846,195	827,429	1,687,803	1,703,779	1,042,172	847,429	34,387	27,454	73,953	51,755	20,454	17,427	112,559	37,887	175,754	55,698	146,619	946,624	2,326,847	1,946,428	121,178	137,875	236,429	279,862	121,178		
Maint. of equipm't		34,272	25,226	69,405	55,824	28,118	20,773	58,813	43,672	112,559	104,172	12,620	12,620	12,620	12,620	12,620	12,620	12,620	12,620	12,620	12,620	12,620	12,620	12,620				
Traffic expenses		2,470	5,055	5,315	9,550	2,673	2,834	5,614	6,095	826	826	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834	2,834			
Transportation exp.		79,138	71,722	167,449	148,578	54,644	36,751	114,495	81,731	97,477	97,477	81,731	81,731	81,731	81,731	81,731	81,731	81,731	81,731	81,731	81,731	81,731	81,731	81,731				
Total, incl. other		155,774	128,433	313,233	264,632	109,071	81,297	228,081	172,490	438,483	301,675	86,018	602,555	438,483	301,675	86,018	602,555	128,433	313,233	264,632	109,071	81,297	228,081	172,490	438,483			
Net from railroad		7,330	22,132	-21,956	52,531	48,944	39,808	78,064	101,323	26,937	54,229	316,330	173,073	9,897	54,229	316,330	173,073	26,937	54,229	316,330	173,073	9,897	54,229	316,330	173,073			
Taxes (less war taxes)		9,000	7,301	8,000	14,925	8,132	6,225	16,295	12,450	17,150	16,525	34,300	34,950	8,987	8,374	17,974	16,748	10,404	14,828	40,011	37,602	10,404	14,828	40,011	37,602	10,404		
Net after taxes		16,343	14,828	-40,011	37,602	40,721	33,580	61,652	88,726	47,847	45,854	334,304	156,324	9,787	20,458	3,378	69,009	229,178	129,852	-551,836	160,236	9,787	20,458	3,378	69,009	229,178	129,852	9,787
Net after rents		33,633	8,873	-75,340	-5,458	43,482	42,677	65,896	108,017	281	281	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060	1,060		
War taxes		-----																										

EARNINGS.				New York Chicago & St Louis				Northern Pacific Sys. (Concluded)				Pennsylvania System (Concluded)			
				Month of February				Jan. 1 to Feb. 28				Month of February			
				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	\$ 1,032,419	\$ 1,027,032	\$ 1,901,102	2,219,901				56,114	67,112	169,266	137,943	182,851	151,215	341,022	319,687
Passenger revenue	53,226	77,887	123,973	177,453				22,336	19,357	43,645	41,618	15,887	9,202	32,240	19,289
Tot., incl. other rev.	1,119,982	1,158,279	2,107,792	2,498,152				82,428	91,045	164,399	190,059	44,437	19,488	101,523	41,074
Expenses—Maint. way	170,047	117,637	361,333	220,108				10,561	9,236	17,429	18,642	15,708	9,623	31,316	29,912
Maint. of equipm't	218,357	167,579	475,090	377,119				14,665	11,502	28,012	22,356	1,140	796	1,969	1,768
Traffic expenses	36,950	45,290	79,831	92,326				470	440	1,049	948	73,870	40,766	152,476	25,700
Transportation exp.	635,535	635,217	1,332,585	1,323,865				44,024	37,018	92,608	68,387				
Total, incl. other	1,102,961	1,000,329	2,334,281	2,082,657				72,446	60,671	145,425	115,523	139,396	74,570	295,909	166,466
Net from railroad	17,020	157,950	—226,488	415,495				9,981	30,373	18,974	74,535	43,455	76,644	45,113	153,220
Taxes (less war taxes)	57,500	50,000	115,000	100,000				4,088	4,551	8,143	9,781	3,811	6,000	7,561	12,000
Net after taxes	40,479	107,950	—341,488	315,493				5,892	25,815	10,830	64,747	39,641	70,644	37,549	141,220
Net after rents	—132,742	26,403	—526,682	130,227				2,997	91,471	2,217	47,766	9,868	48,796	—32,188	94,442
War taxes	2,500	5,000	—	—				55	—	—	—	55	—	55	—
Aver. miles of r'd oper.	571	570	(See also on page 23)	—				195	195	—	—	108	108	108	—
EARNINGS.				New York New Haven & Hartford				Northwestern Pacific				New York Philadelphia & Norfolk			
				Month of February				Jan. 1 to Feb. 28				Month of February			
				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	\$ 2,698,624	\$ 2,613,578	\$ 5,185,944	\$ 5,915,248				161,352	131,907	348,641	296,989	238,354	255,381	482,490	626,858
Passenger revenue	2,409,318	2,257,144	5,015,563	4,821,627				119,999	103,958	244,880	222,245	76,884	33,400	140,233	74,592
Tot., incl. other rev.	5,918,148	5,724,565	11,907,512	12,436,566				315,553	266,294	662,937	583,103	357,677	315,787	701,506	757,981
Expenses—Maint. way	794,649	433,821	1,599,366	1,069,160				56,293	50,389	128,732	117,853	29,123	40,200	70,023	81,999
Maint. of equipm't	1,066,728	947,869	2,249,127	1,819,633				39,750	47,757	84,438	92,002	82,865	66,148	162,852	141,597
Traffic expenses	38,895	35,363	74,594	74,532				4,644	4,592	8,972	9,074	7,799	4,604	15,728	9,339
Transportation exp.	3,052,587	2,760,485	6,463,705	5,611,677				130,723	114,886	269,543	239,365	221,249	157,267	433,431	314,199
Total, incl. other	5,286,969	4,440,469	11,069,826	9,150,630				239,495	228,613	511,258	481,924	362,075	285,060	726,977	582,534
Net from railroad	631,178	1,284,095	837,685	3,285,935				76,057	37,680	151,678	101,178	4,397	30,727	—25,470	175,447
Taxes (less war taxes)	266,000	275,000	532,000	550,000				20,947	18,457	41,893	36,710	4,043	13,984	27,806	27,969
Net after taxes	362,383	1,009,015	302,340	2,735,702				55,105	19,219	109,777	64,461	—18,441	16,486	—53,276	147,174
Net after rents	43,532	617,519	—359,756	1,918,493				55,744	16,689	111,920	56,668	—16,853	32,998	—61,148	157,133
War taxes	24,000	—	6,500	—				1,083	—	1,635	—	8,896	9,902	14,846	19,805
Aver. miles of r'd oper.	1,992	1,988	—	—				507	507	—	—	112	112	—	—
EARNINGS.				New York Ontario & Western				Pennsylvania Sys—Eastern Lines				Union RR of Baltimore			
				Month of February				Pennsylvania Railroad				Month of February			
				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	\$ 517,654	\$ 400,430	\$ 1,041,342	\$ 853,282				11,233,918	11,502,455	22,920,711	24,933,393	92,921	117,247	191,200	242,352
Passenger revenue	76,066	66,225	145,568	145,011				5,421,829	3,342,495	10,953,321	7,143,941	52,120	27,034	107,539	56,588
Tot., incl. other rev.	682,428	563,108	1,366,632	1,196,636				18,928,900	16,790,813	38,396,009	35,823,235	147,219	146,594	303,111	303,372
Expenses—Maint. way	77,220	64,735	157,396	121,424				3,390,835	2,273,345	6,852,242	4,834,330	9,877	9,529	17,212	18,551
Maint. of equipm't	151,162	100,347	314,575	217,271				5,943,144	3,798,572	11,398,480	7,676,986	—	—	—	—
Traffic expenses	7,629	7,993	16,819	17,295				227,975	206,666	519,044	420,310	—	—	—	—
Transportation exp.	380,537	273,784	773,305	567,971				10,875,879	8,239,625	22,101,970	15,528,925	10,533	6,811	22,192	13,183
Total, incl. other	636,791	464,666	1,302,613	961,333				21,439,075	15,315,673	42,874,331	30,089,069	23,515	18,427	45,393	36,058
Net from railroad	45,637	98,441	64,018	235,303				2,510,175	1,475,140	4,478,322	5,734,165	123,704	128,167	257,718	267,314
Taxes (less war taxes)	22,720	18,000	43,500	36,000				840,550	752,752	1,687,601	1,505,504	8,299	8,261	16,611	16,522
Net after taxes	22,916	80,437	20,518	199,299				3,354,258	719,768	6,171,168	4,224,552	115,405	119,905	241,407	250,791
Net after rents	17,535	96,830	19,385	214,567				3,840,256	551,946	7,132,457	3,690,734	36,039	47,300	72,105	94,600
War taxes	2,279	—	6,500	—				102,572	97,232	216,451	194,465	2,258	2,193	4,636	4,386
Aver. miles of r'd oper.	567	568	(See also on page 24)	—				87	87	71	—	359	359	—	—
EARNINGS.				New York Susquehanna & West				Baltimore Chesapeake & Atlantic				West Jersey & Seashore			
				Month of February				Jan. 1 to Feb. 28				Month of February			
				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	\$ 188,949	\$ 182,174	\$ 372,755	\$ 396,455			</								

## RAILWAY EARNINGS

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Pennsylvania System (Concluded)				Port Reading				St Louis Southwestern System				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 81,004	51,130	138,708	112,900	\$ 61,291	104,629	117,393	233,859	\$ 766,532	687,969	1,461,089	1,459,733
Passenger revenue	32,883	32,095	63,444	68,782					179,559	117,482	350,273	265,704
Tot., incl. other rev.	119,577	88,902	213,166	194,949	92,665	120,271	187,231	270,333	996,044	851,416	1,899,125	1,817,798
Expenses—Maint. way	16,899	15,371	34,638	32,152	9,714	9,732	6,009	17,644	88,537	75,538	186,116	137,588
Maint. of equipm't	27,608	24,398	62,365	53,189	15,302	8,660	41,377	18,923	159,290	139,791	322,907	272,783
Traffic expenses	2,932	1,971	4,885	4,586	40	39	80	77	32,500	30,517	64,307	65,374
Transportation exp.	63,618	36,523	115,614	77,671	96,899	94,042	219,356	198,928	273,028	216,332	548,098	429,689
Total, incl. other	115,397	82,704	226,277	176,608	122,478	112,603	269,981	237,111	587,440	490,435	1,189,811	965,943
Net from railroad	4,179	6,198	—13,110	18,340	29,813	7,667	82,750	33,221	408,604	360,981	709,313	851,855
Taxes (less war taxes)	8,500	7,500	17,000	15,000	9,611	9,611	19,222	19,222	43,008	34,038	76,716	68,107
Net after taxes	4,320	—1,301	—30,110	3,340	39,424	—1,943	—101,972	13,999	365,458	326,876	632,271	783,619
Net after rents	8,308	22,392	2,709	42,915	61,354	51,857	—161,476	—86,994	378,371	368,473	660,746	846,621
War taxes	1	247	(See also on page 24)	21	21	21	777	777	332	943	21,998	—
Aver. miles of r'd oper.	247	247		21	21	21	777	777	968	943	—	—
Peoria & Pekin Union				Richmond-Washington System				St Louis Southwestern Ry of Texas				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 19,354	13,135	37,618	27,332	145,711	159,412	286,079	345,025	424,196	282,187	835,737	592,963
Passenger revenue	5,767	5,574	11,681	11,767	162,723	147,218	382,536	282,730	119,071	69,003	241,696	157,865
Tot., incl. other rev.	95,385	88,522	175,660	190,324	350,516	348,896	762,866	721,667	582,637	381,761	1,156,890	814,339
Expenses—Maint. way	11,934	8,100	23,443	16,785	21,477	26,045	43,491	55,688	89,667	62,284	168,214	129,268
Maint. of equipm't	16,013	12,072	33,655	28,254	48,142	39,385	100,971	77,977	97,980	98,660	203,979	192,045
Traffic expenses	28	6	28	16	3,396	4,280	7,247	8,508	14,394	12,134	29,272	26,890
Transportation exp.	65,498	62,856	136,133	128,369	153,424	119,174	315,238	248,059	253,156	181,595	507,782	370,965
Total, incl. other	96,609	86,655	199,666	177,957	242,666	202,112	492,214	415,620	479,613	374,816	956,509	760,257
Net from railroad	—1,223	1,867	—24,006	12,367	107,849	146,783	270,652	235,257	103,023	6,945	200,381	54,081
Taxes (less war taxes)	9,475	8,000	18,950	15,500	12,645	12,005	25,276	83,530	19,531	18,421	39,082	35,331
Net after taxes	—10,698	—6,133	—42,956	—3,132	95,205	134,764	245,352	211,683	83,456	—11,516	161,261	18,151
Net after rents	8,434	9,944	—5,290	29,111	81,456	111,051	233,170	171,738	99,697	42,953	195,861	116,317
War taxes	24	49	—	—	30,563	—	61,038	—	13,046	—	26,049	—
Aver. miles of r'd oper.	19	19	—	—	87	87	—	—	814	810	—	—
Pere Marquette				Washington Southern				San Antonio & Aransas Pass				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 1,181,104	1,076,256	2,035,142	2,283,583	\$ 51,066	54,975	104,584	118,714	222,278	177,494	478,360	378,155
Passenger revenue	208,989	263,214	436,334	599,649	104,973	84,622	233,092	162,563	68,620	59,503	157,263	133,228
Tot., incl. other rev.	1,542,526	1,518,989	2,804,552	3,278,799	196,683	180,192	427,097	368,068	324,075	261,830	702,580	562,723
Expenses—Maint. way	255,637	121,770	538,273	244,914	15,324	12,069	3,792	24,727	2,704,291	2,549,344	5,118,610	5,118,610
Maint. of equipm't	349,208	425,632	664,632	848,774	36,748	17,047	59,752	41,117	308,625	268,841	574,991	521,555
Traffic expenses	32,739	38,303	62,465	76,059	1,230	1,818	2,712	3,499	60,939	46,462	119,315	102,353
Transportation exp.	841,857	883,950	1,661,286	1,742,120	83,386	60,821	165,003	121,762	166,488	916,017	2,360,684	1,833,639
Total, incl. other	1,541,636	1,519,597	3,054,619	3,027,784	144,182	97,477	269,685	202,337	288,157	264,098	594,044	575,815
Net from railroad	890	607	—250,066	251,015	52,501	82,714	157,412	165,731	35,918	2,268	108,535	—13,092
Taxes (less war taxes)	52,522	19,058	102,464	66,426	5,460	4,142	10,945	8,967	15,000	15,000	30,000	30,000
Net after taxes	51,973	19,760	352,914	181,229	47,441	78,570	146,436	156,761	20,834	—17,297	78,066	43,123
Net after rents	135,395	258,985	—533,242	—324,822	22,660	62,020	115,624	123,753	24,784	3,361	83,014	—12,580
War taxes	7,016	—	—	—	14,957	—	30,073	—	186	—	382	—
Aver. miles of r'd oper.	2,245	2,248	—	—	35	35	—	—	732	732	—	—
Philadelphia & Reading				Rutland				Seaboard Air Line				
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 3,620,828	3,671,618	7,132,812	8,029,086	155,403	161,535	334,776	347,664	1,700,738	1,682,273	3,209,648	3,420,746
Passenger revenue	553,312	516,526	1,154,490	1,111,837	65,107	74,956	149,324	175,429	738,298	600,270	1,498,990	1,194,768
Tot., incl. other rev.	4,475,362	4,502,855	8,973,934	9,859,277	262,685	276,029	572,655	604,181	2,704,291	2,549,344	5,118,610	5,118,610
Expenses—Maint. way	423,384	256,852	886,320	547,039	28,497	40,471	73,082	73,815	308,625	268,841	574,991	521,555
Maint. of equipm't	1,279,574	760,732	2,384,473	1,552,236	66,805	52,530	149,770	116,523	532,330	364,579	1,022,550	766,110
Traffic expenses	55,556	44,709	96,838	86,289	7,956	8,322	15,727	17,007	72,920	80,620	145,431	167,531
Transportation exp.	2,607,764	2,077,922	5,366,706	4,283,426	164,870	132,028	345,053	265,424	1,166,488	916,017	2,36	

**Southern Ry. Sys. (Concluded)****Georgia Southern & Florida****EARNINGS.**

Month of February				Jan. 1 to Feb. 28			
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				146,993	134,104	291,917	274,299
Passenger revenue				80,750	66,785	177,697	150,976
Tot., incl. other rev.				250,965	231,148	517,741	488,880
Expenses—Maint.way				36,406	24,483	74,644	66,943
Maint. of equipm't.				53,671	40,588	109,194	88,696
Traffic expenses				6,881	7,296	13,436	14,846
Transportation exp.				109,104	83,109	223,773	174,106
Total, incl. other				214,673	170,274	441,492	364,002
Net from railroad				36,292	60,874	76,248	124,877
Taxes (less war taxes)				12,532	12,121	26,573	24,242
Net after taxes				23,736	48,576	49,210	100,399
Net after rents				29,105	66,377	61,229	135,214
War taxes				1,700	3,400	-----	7,102
Aver. miles of r'd oper.				402	402	190	190

**EARNINGS.**

Month of February				Jan. 1 to Feb. 28			
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				737,239	743,567	1,537,064	1,707,805
Passenger revenue				143,177	108,202	262,297	226,331
Tot., incl. other rev.				936,997	916,398	1,917,588	2,060,280
Expenses—Maint.way				131,854	113,041	247,807	244,378
Maint. of equipm't.				279,275	206,640	565,106	449,354
Traffic expenses				35,787	38,094	72,762	78,383
Transportation exp.				436,720	335,649	914,355	704,714
Total, incl. other				915,094	726,691	1,863,416	1,544,546
Net from railroad				21,903	189,707	54,172	515,734
Taxes (less war taxes)				42,596	40,580	87,592	80,969
Net after taxes				21,019	148,918	33,860	434,247
Net after rents				31,712	215,227	45,447	576,955
War taxes				4,800	4,800	-----	207
Aver. miles of r'd oper.				1,159	1,160	-----	36

**EARNINGS.**

Month of February				Jan. 1 to Feb. 28			
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				58,361	46,482	119,837	108,205
Passenger revenue				40,295	26,413	90,949	62,992
Tot., incl. other rev.				108,328	85,306	229,826	192,155
Expenses—Maint.way				21,195	25,531	42,915	51,288
Maint. of equipm't.				9,652	8,046	20,003	16,118
Traffic expenses				2,351	2,756	4,128	4,928
Transportation exp.				48,198	36,884	102,994	86,470
Total, incl. other				85,162	78,236	177,765	169,025
Net from railroad				23,166	7,070	52,061	23,130
Taxes (less war taxes)				9,000	9,546	18,000	19,113
Net after taxes				14,161	• 2,476	34,057	4,012
Net after rents				4,591	17,212	2,753	29,788
War taxes				278	280	-----	400
Aver. miles of r'd oper.				7,102	7,065	-----	468

**EARNINGS.**

Month of February				Jan. 1 to Feb. 28			
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				6,591,080	6,488,092	14,349,034	13,434,729
Passenger revenue				2,664,123	2,207,533	5,486,591	4,597,833
Tot., incl. other rev.				10,148,590	9,544,985	21,692,068	19,754,994
Expenses—Maint.way				1,240,952	1,048,913	2,521,525	2,157,210
Maint. of equipm't.				1,760,383	1,455,968	3,729,606	3,039,931
Traffic expenses				155,809	195,616	318,198	376,056
Transportation exp.				4,570,067	3,576,726	9,718,670	7,475,106
Total, incl. other				8,159,945	6,682,663	17,186,123	13,882,784
Net from railroad				1,988,045	2,862,321	4,505,944	5,872,209
Taxes (less war taxes)				579,142	550,498	1,158,285	1,083,792
Net after taxes				1,407,382	2,309,150	3,344,023	4,781,189
Net after rents				1,802,849	2,475,336	4,163,863	5,011,482
War taxes				12,440	10	420,240	10
Aver. miles of r'd oper.				377	377	24,826	-----

**EARNINGS.**

Month of February				Jan. 1 to Feb. 28			
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				1,146,991	1,085,562	2,369,517	2,168,592
Passenger revenue				329,264	334,353	730,534	665,147
Tot., incl. other rev.				1,567,482	1,522,660	3,311,710	3,009,491
Expenses—Maint.way				129,576	190,517	317,436	374,484
Maint. of equipm't.				207,408	189,806	411,961	397,423
Traffic expenses				29,977	53,890	81,705	69,646
Transportation exp.				605,921	473,294	1,154,248	1,011,985
Total, incl. other				1,026,055	931,666	2,056,945	1,941,749
Net from railroad				541,426	590,993	1,254,764	1,067,742
Taxes (less war taxes)				59,000	51,866	118,000	103,177
Net after taxes				482,196	538,675	1,136,174	963,728
Net after rents				403,526	474,158	935,006	802,957
War taxes				51,848	103,440	-----	955
Aver. miles of r'd oper.				1,360	1,360	554	554

**EARNINGS.**

Month of February				Jan. 1 to Feb. 28			
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				490,901	399,379	1,010,463	850,885
Passenger revenue				131,022	130,517	287,629	247,268
Tot., incl. other rev.				668,631	580,462	1,395,279	1,201,139
Expenses—Maint.way				69,924	85,266	144,192	181,368
Maint. of equipm't.				101,254	76,813	201,148	150,755
Traffic expenses				14,064	17,023	31,408	34,367
Transportation exp.				266,930	193,541	539,274	397,986
Total, incl. other				470,564	395,318	955,986	809,590
Net from railroad				198,066	185,144	439,293	391,548
Taxes (less war taxes)				37,030	30,861	74,060	65,228
Net after taxes				160,814	154,260	364,616	325,980
Net after rents				165,864	142,007	389,128	310,256
War taxes				13,545	948	27,222	-----
Aver. miles of r'd oper.				948	917	-----	23

Union Pacific System				Vicksburg Shreveport & Pacific				Western Pacific			
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 120,085	\$ 105,744	\$ 231,701	\$ 218,782	\$ 606,722	\$ 380,244	\$ 1,336,325	\$ 846,237
Passenger revenue				54,633	39,390	117,447	85,506	75,004	62,823	168,982	137,921
Tot., incl. other rev.				197,994	165,009	398,748	344,626	717,919	480,984	1,576,211	1,066,357
Expenses—Maint. way				19,172	18,773	37,033	33,154	105,171	80,705	220,908	148,430
Maint. of equipm't				31,797	27,418	67,212	54,919	104,381	67,507	225,568	142,895
Traffic expenses				5,205	4,727	11,034	8,879	22,288	19,240	41,765	39,184
Transportation exp.				64,184	49,436	130,848	102,696	265,455	197,082	550,495	394,808
Total, incl. other				130,196	108,221	264,951	215,134	528,202	393,626	1,102,293	783,870
Net from railroad				67,797	56,787	133,797	129,491	189,717	87,358	473,917	282,486
Taxes (less war taxes)				9,000	9,500	18,000	19,000	41,202	32,463	82,126	64,737
Net after taxes				58,797	47,287	115,797	110,491	148,471	54,896	391,701	217,748
Net after rents				61,367	50,826	121,386	115,455	138,818	44,122	372,083	175,006
War taxes				1,283	950	2,831	3,050	11,679	889	-----	-----
Aver. miles of r'd oper.				3,622	171	171	171	1,007	957	-----	-----
Oregon Short Line				Utah				Western Ry. of Alabama			
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 94,227	-----	\$ 208,343	-----	\$ 102,260	\$ 60,094	\$ 205,721	\$ 127,249
Passenger revenue				511	1,205	-----	-----	51,838	36,467	115,517	\$ 83,059
Tot., incl. other rev.				95,111	-----	210,319	-----	167,139	110,549	349,580	235,624
Expenses—Maint. way				7,118	-----	17,134	-----	23,997	15,342	47,239	31,007
Maint. of equipm't				10,330	-----	19,997	-----	32,232	21,960	67,952	46,623
Traffic expenses				180	-----	193	-----	4,875	6,723	7,507	9,861
Transportation exp.				23,130	-----	48,760	-----	57,743	35,866	2,665	3,352
Total, incl. other				47,415	-----	97,115	-----	127,059	86,528	256,900	177,568
Net from railroad				47,696	-----	113,203	-----	40,080	24,020	92,679	58,056
Taxes (less war taxes)				3,517	-----	6,337	-----	6,000	6,063	12,000	12,127
Net after taxes				44,178	-----	106,866	-----	34,080	17,955	80,679	45,920
Net after rents				31,140	-----	79,100	-----	33,526	25,616	79,532	59,643
War taxes				7	-----	29	-----	4,300	-----	86,000	-----
Aver. miles of r'd oper.				2,306	100	100	100	133	133	133	133
Oregon Washington RR & Navigation				Virginian				Wheeling & Lake Erie			
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 672,495	\$ 596,775	\$ 1,252,486	\$ 1,344,865	\$ 624,894	\$ 479,057	\$ 1,216,106	\$ 1,062,247
Passenger revenue				40,701	32,584	81,674	69,335	26,776	45,271	58,715	94,269
Tot., incl. other rev.				765,070	669,644	1,430,198	1,493,608	703,479	575,374	1,384,711	1,256,261
Expenses—Maint. way				77,062	57,464	147,363	121,948	76,979	58,944	211,504	121,035
Maint. of equipm't				152,253	109,900	294,603	237,334	187,402	98,177	384,797	238,341
Traffic expenses				6,67	5,311	12,689	11,322	6,765	7,395	13,557	15,076
Transportation exp.				311,774	212,171	614,342	433,514	353,110	237,362	723,317	500,218
Total, incl. other				563,211	413,445	1,102,840	861,797	669,908	421,566	1,384,874	914,658
Net from railroad				191,858	256,198	327,357	631,811	33,571	153,807	163	341,633
Taxes (less war taxes)				41,250	34,000	80,250	68,001	47,700	43,212	95,960	86,032
Net after taxes				150,608	222,194	247,099	563,805	14,201	110,595	96,195	255,600
Net after rents				144,015	251,601	251,613	618,347	89,347	25,351	242,321	65,930
War taxes				9,750	-----	20,750	-----	512	512	1	1
Aver. miles of r'd oper.				518	512	(See also on page 24)	-----	1,382	1,382	-----	-----
Total Company				Wabash				Yazoo & Mississippi Valley			
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				-----	-----	-----	-----	-----	-----	-----	-----
Passenger revenue				-----	-----	-----	-----	-----	-----	-----	-----
Tot., incl. other rev.				-----	-----	-----	-----	-----	-----	-----	-----
Expenses—Maint. way				-----	-----	-----	-----	-----	-----	-----	-----
Maint. of equipm't				-----	-----	-----	-----	-----	-----	-----	-----
Traffic expenses				-----	-----	-----	-----	-----	-----	-----	-----
Transportation exp.				-----	-----	-----	-----	-----	-----	-----	-----
Total, incl. other				-----	-----	-----	-----	-----	-----	-----	-----
Net from railroad				-----	-----	-----	-----	-----	-----	-----	-----
Taxes (less war taxes)				-----	-----	-----	-----	-----	-----	-----	-----
Net after taxes				-----	-----	-----	-----	-----	-----	-----	-----
Net after rents				-----	-----	-----	-----	-----	-----	-----	-----
War taxes				-----	-----	-----	-----	-----	-----	-----	-----
Aver. miles of r'd oper.				-----	-----	-----	-----	-----	-----	-----	-----
St Joseph & Grand Island				Western Maryland				Oahu Ry & Land Co			
Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28		Month of February		Jan. 1 to Feb. 28	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 1,767,031	\$ 1,984,563	\$ 3,314,271	\$ 4,089,539	\$ 74,451	\$ 61,797	\$ 146,303	\$ 127,081
Passenger revenue				565,855	490,157	1,120,382	1,035,090	26,856	23,020	56,050	44,807
Tot., incl. other rev.				2,325,847	2,718,334	4,927,914	5,631,173	107,217	95,704	223,813	190,949
Expenses—Maint. way				1,582,547	2,285,563	205,895	650,581	13,622	10,083	34,643	21,470
Maint. of equipm't				1,607,237	418,234	1,169,141	913,833	9,527	8,694	20,158	17,363
Traffic expenses				66,808	91,856	133,048	190,234	971	940	1,791	1,862
Transportation exp.				1,593,506	1,222,880	3,158,848	2,473,663	35,039	25,666	70,123	52,001
Total, incl. other				2,643,251	2,026,833	5,304,769	4,229,881	65,017	49,901	138,791	101,905
Net from railroad				60,704	69,501	376,854	410				

## INTER-STATE COMMERCE COMMISSION RETURNS FOR MARCH

In the following we furnish detailed figures of earnings and expenses for MARCH 1918, as compared with March 1917, of every steam railroad in the United States which is obliged to file monthly returns of earnings and expenses with the Inter-State Commerce Commission at Washington.

The statements on the pages preceding comprise the comparative returns of the same roads for the month of February, these having been late in coming to hand, owing to the time required by the authorities at Washington in determining what alterations would have to be made in the form of report under Government operation of the roads. In the end the changes determined upon were very slight.

It should be understood, however, that the Inter-State Commerce Commission now requires monthly reports only from roads whose gross railway operating revenues exceed \$1,000,000 per annum. Prior to the taking over of the roads by the Government, or, to be strictly accurate, prior to the call for the March 1918 reports, monthly returns were required from all carriers having railway operating revenues in excess of \$100,000 per annum.

In the closing pages of this publication—pages 23 and 24—we also give the Company returns where these differ in any way from the Commerce Commission returns or embrace more facts than are contained in the latter.

<b>Alabama &amp; Vicksburg</b>				<b>Atlanta &amp; West Point</b>				<b>Baltimore &amp; Ohio</b>				
<b>EARNINGS.</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
reight revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
assenger revenue	127,537	110,175	338,947	337,351	89,440	78,057	247,762	207,469	9,295,583	7,591,104	20,658,211	
Tot. incl. other rev.	45,844	34,088	140,264	103,207	67,071	49,490	199,507	142,336	1,847,169	1,300,040	5,113,475	
xpenses—Maint.way	191,878	163,749	537,485	490,616	175,878	144,295	507,657	400,842	12,007,286	9,692,765	28,515,241	
Maint. of equipm't	16,220	17,865	46,764	64,761	18,449	16,258	54,041	44,519	1,590,981	1,096,896	4,210,751	
Traffic expenses	31,939	30,013	104,119	78,903	28,721	22,685	84,946	65,701	3,143,693	1,917,355	8,574,763	
Transportation exp.	5,828	4,920	16,312	14,907	3,894	6,900	11,719	21,979	163,965	193,156	528,021	
Total, incl. other	72,563	54,952	222,812	169,656	61,324	49,893	182,300	129,759	5,609,515	4,689,165	16,299,999	
et from railroad	134,635	114,726	413,926	353,954	120,047	103,185	356,237	284,630	10,907,471	8,223,958	30,716,905	
axes (less war taxes)	57,243	49,023	123,558	136,662	55,831	41,110	151,419	116,211	1,099,814	1,468,807	2,201,663	
Net after taxes	10,500	9,000	31,500	27,000	7,600	7,195	22,800	21,585	419,098	313,198	1,220,861	
et after rents	46,743	40,023	92,058	109,662	48,231	33,905	128,619	94,498	678,420	1,154,988	3,430,315	
var taxes	46,098	50,927	101,630	137,427	49,354	35,370	134,648	94,498	202,228	820,020	4,343,604	
ver. miles of r'd oper.	1,388	700	4,157	3,200	4,500	-----	13,500	-----	21,174	75,682	4,033,420	
	141	141	93	93	93	93	93	93	4,948	4,545	4,545	
<b>Ann Arbor</b>				<b>Atlanta Birmingham &amp; Atlantic</b>				<b>B &amp; O Chicago Terminal</b>				
<b>EARNINGS.</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
reight revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
assenger revenue	212,765	149,608	531,667	466,283	290,497	269,279	805,977	743,066	498	625	1,883	1,489
Tot. incl. other rev.	37,412	39,603	102,798	115,452	53,436	47,771	162,332	135,886	-----	-----	-----	-----
xpenses—Maint.way	267,266	202,443	686,301	620,485	373,204	342,779	1,049,789	949,469	160,489	176,188	323,330	450,579
Maint. of equipm't	44,159	13,435	99,005	56,077	75,242	48,276	204,022	123,359	21,415	12,293	96,328	30,565
Traffic expenses	43,616	42,578	137,136	123,751	77,330	50,163	223,213	149,025	45,387	33,466	113,802	91,119
Transportation exp.	110,995	122,464	366,502	327,831	175,336	155,631	495,406	411,402	1,100	918	2,845	2,951
Total, incl. other	212,672	191,707	646,590	551,019	353,031	286,658	992,316	763,311	106,455	113,493	291,216	346,447
et from railroad	54,594	10,736	39,711	69,466	26,172	62,120	57,478	186,157	185,084	167,000	539,275	491,147
axes (less war taxes)	13,100	13,100	39,400	39,300	15,700	13,700	47,100	41,100	24,614	9,187	215,344	40,567
Net after taxes	41,477	2,365	394	30,052	4,450	48,420	1C.279	145,051	32,376	23,414	74,150	68,791
et after rents	28,459	24,065	31,863	20,564	11,131	36,342	36,483	127,979	56,993	14,227	289,496	103,594
var taxes	293	293	-----	-----	639	639	639	639	84,902	79,672	40,442	156,205
ver. miles of r'd oper.	8,641	8,648	-----	-----	166	166	166	166	2,285	7,785	7,785	-----
<b>Atchison Top &amp; Santa Fe System</b>				<b>Atlantic &amp; St Lawrence</b>				<b>Bangor &amp; Aroostook</b>				
<b>Atchison Topeka &amp; Santa Fe</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
reight revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
assenger revenue	8,645,454	8,367,186	22,889,190	22,549,260	143,876	124,204	376,572	395,542	353,594	390,490	822,597	1,010,252
Tot. incl. other rev.	2,809,443	2,378,294	8,176,029	7,206,393	18,908	17,915	59,131	56,360	65,908	67,378	180,272	172,043
xpenses—Maint.way	12,395,100	11,620,519	33,770,127	32,225,868	173,066	159,200	471,927	498,641	436,908	478,457	1,051,801	1,23,594
Maint. of equipm't	1,545,840	1,072,188	4,281,124	3,032,786	Cr 27,084	30,601	59,039	79,000	57,097	50,333	195,628	161,804
Traffic expenses	2,304,706	1,843,918	6,523,849	5,296,094	47,248	31,384	131,760	86,813	76,456	71,194	200,536	186,652
Transportation exp.	180,818	184,198	512,274	538,095	3,162	4,315	10,555	12,729	3,000	3,721	10,320	11,432
Total, incl. other	4,167,607	3,462,277	12,231,202	9,912,162	151,552	130,658	473,542	357,648	161,062	168,453	471,510	428,561
et from railroad	8,398,824	6,729,073	24,238,964	19,398,462	180,215	206,671	682,794	559,439	313,269	310,633	924,915	836,666
axes (less war taxes)	3,996,275	4,891,446	9,531,163	12,827,406	7,149	47,471	210,867	60,798	123,639	167,823	126,885	402,928
Net after taxes	556,881	550,178	1,671,672	1,561,710	11,346	10,721	34,038	32,163	17,735	15,000	53,205	45,000
et after rents	3,438,470	4,340,068	7,857,102	11,262,524	18,495	58,192	244,905	92,961	105,892	152,823	73,658	357,925
var taxes	3,397,308	4,296,377	7,898,382	11,294,355	22,544	63,223	258,278	106,169	116,100	177,233	142,726	453,574
ver. miles of r'd oper.	165,916	497,750	497,750	497,750	471	471	471	471	2,285	7,785	7,785	-----
	1,937	1,937	-----	-----	170	170	170	170	632	632	632	-----
<b>Gulf Colorado &amp; Santa Fe</b>				<b>Atlantic City</b>				<b>Belt Railway of Chicago</b>				
<b>EARNINGS.</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		<b>Jan. 1 to March 31</b>		<b>Month of March</b>		
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
reight revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
assenger revenue	1,149,464	996,324	3,245,703	2,974,931	106,172	88,202	260,581	220,905	350,435	318,269	769,151	852,994
Tot. incl. other rev.	391,786	236,461	1,150,466	681,831	103,499	72,471	243					

## RAILWAY EARNINGS

[VOL. 106.]

EARNINGS.		Bingham & Garfield				Central of Georgia				Chicago & Eastern Illinois			
		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	246,030	227,418	695,525	638,564	1,175,399	818,338	3,250,627	2,335,365	1,675,730	1,313,643	3,839,931	3,632,17	
Passenger revenue	4,280	5,921	13,256	18,012	423,093	278,517	1,219,816	844,485	271,148	264,434	763,007	783,39	
Tot. incl. other rev.	255,583	235,689	726,552	663,701	1,776,313	1,243,884	4,963,505	3,575,828	2,101,699	1,730,188	5,027,907	4,822,20	
Expenses—Maint.way	33,498	22,147	106,265	60,266	230,857	175,355	648,198	517,339	232,934	170,527	634,476	435,35	
Maint. of equipm't	44,962	33,298	121,484	87,991	276,380	202,857	788,309	624,459	643,511	444,433	1,794,457	1,259,46	
Traffic expenses	1,413	1,168	4,394	3,966	34,146	40,247	107,947	122,783	25,327	26,117	70,602	79,99	
Transportation exp.	47,273	37,376	143,363	111,304	594,535	406,375	1,705,354	1,202,121	794,768	628,994	2,305,498	1,863,09	
Total, incl. other	133,423	97,712	397,742	273,794	1,184,882	863,563	3,387,288	2,584,358	1,748,836	1,315,166	4,961,918	3,774,19	
Net from railroad	122,160	137,977	328,809	389,907	591,430	380,321	1,576,216	991,470	352,863	415,021	65,991	1,048,01	
Taxes (less war taxes)	9,565	9,023	28,695	14,284	64,386	61,328	193,931	177,982	69,729	62,500	222,327	186,00	
Net after taxes	112,595	128,953	300,113	375,622	526,657	315,815	1,381,493	808,728	282,737	352,299	-157,180	861,31	
Net after rents	122,792	140,449	341,799	393,739	493,705	351,935	1,330,629	900,404	294,476	423,824	-85,470	1,098,02	
War taxes	46,666	20,005	140,000	20,005	9,648	9,000	27,840	9,000	4,970	1,131	14,872	---	
Aver. miles of r'd oper.	36	36	1,918	1,918	301	301	301	301	301	301	301	301	
EARNINGS.		Birmingham Southern				Central New England				Chicago & North Western			
		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	97,983	73,440	274,978	206,767	433,338	401,110	1,087,799	1,061,975	6,527,036	5,348,491	15,390,184	14,929,75	
Passenger revenue	1,238	2,318	4,036	6,437	28,065	30,181	76,587	85,259	2,025,496	1,769,141	5,571,198	5,072,12	
Tot. incl. other rev.	122,349	100,645	345,808	287,819	480,985	452,363	1,227,501	1,210,417	9,406,683	7,961,084	23,285,837	22,525,63	
Expenses—Maint.way	12,621	19,299	41,376	49,391	70,700	73,510	188,261	212,280	994,211	886,332	3,460,451	2,279,24	
Maint. of equipm't	28,483	21,691	89,906	63,419	84,598	41,872	207,353	141,027	1,819,458	1,366,884	5,180,457	4,071,66	
Traffic expenses	835	827	2,743	2,436	1,325	1,327	3,731	3,431	107,864	112,354	329,022	334,56	
Transportation exp.	52,530	43,518	177,133	126,343	207,131	172,445	633,097	474,338	4,214,197	3,727,905	12,132,794	10,103,62	
Total, incl. other	98,872	89,669	323,068	255,138	374,008	298,233	1,060,191	855,346	7,380,348	6,351,885	21,833,286	17,552,16	
Net from railroad	23,477	10,976	22,740	32,781	106,976	154,130	161,309	355,070	2,026,334	1,609,198	1,452,550	4,973,47	
Taxes (less war taxes)	3,653	2,702	10,838	9,264	19,200	19,600	53,400	53,600	420,000	425,000	1,260,000	1,275,00	
Net after taxes	19,824	8,273	11,902	23,516	87,774	134,479	113,888	301,414	1,603,213	1,183,517	181,718	3,696,84	
Net after rents	23,982	10,250	24,690	26,488	38,277	73,339	74,633	125,350	1,694,737	1,163,591	605,867	3,748,61	
War taxes	10	44	30	-----	100	301	3,900	-----	55,000	8,094	8,094	8,107	
Aver. miles of r'd oper.	44	44	301	301	301	301	301	301	301	301	301	301	
EARNINGS.		Boston & Maine				Central Railroad of New Jersey				Chicago Burlington & Quincy			
		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	3,301,547	2,893,766	7,989,981	8,054,171	2,403,480	2,218,820	5,909,360	6,175,948	8,306,069	7,037,304	20,963,700	20,154,57	
Passenger revenue	1,347,136	1,285,661	3,782,793	3,689,613	542,787	464,831	1,518,450	1,367,563	1,971,649	1,738,033	5,690,542	5,160,51	
Tot. incl. other rev.	5,169,541	4,734,582	13,217,506	13,254,745	3,198,902	2,916,222	8,271,148	8,243,842	11,193,853	9,691,863	29,212,823	27,875,75	
Expenses—Maint.way	617,829	479,352	1,749,034	1,385,100	276,772	212,146	782,968	649,035	1,457,442	1,044,189	3,267,921	2,317,34	
Maint. of equipm't	989,074	703,401	2,662,446	2,007,503	701,708	543,631	1,973,434	1,589,987	2,039,474	1,454,228	5,888,370	4,335,60	
Traffic expenses	30,181	36,426	98,804	96,378	19,092	26,007	67,647	88,535	120,323	143,632	363,910	398,10	
Transportation exp.	2,919,210	2,619,613	8,477,493	7,231,618	1,499,239	1,118,737	4,351,384	3,276,325	4,289,691	3,227,101	12,311,615	9,753,45	
Total, incl. other	4,720,684	4,010,067	13,466,641	11,128,716	2,578,015	1,982,938	7,406,654	5,843,363	8,262,503	6,231,586	22,915,181	17,800,53	
Net from railroad	448,856	724,514	-249,134	2,126,029	620,887	933,284	864,493	2,400,479	2,931,259	3,460,276	6,297,641	10,074,87	
Taxes (less war taxes)	182,646	171,359	530,444	513,530	159,435	141,255	477,209	442,846	501,900	421,678	1,449,559	1,265,03	
Net after taxes	266,210	553,155	-779,579	1,612,498	461,194	791,969	384,973	1,957,567	2,429,359	3,038,597	4,848,081	8,809,83	
Net after rents	17,456	215,588	1,492,718	672,638	517,584	835,337	416,715	1,999,068	2,348,046	2,969,763	4,815,093	8,635,29	
War taxes	11,672	35,017	35,017	-----	75,511	8,324	79,658	24,973	207,610	622,630	-----	-----	
Aver. miles of r'd oper.	2,305	2,305	(See also on page 23.)	-----	684	683	-----	-----	9,373	9,373	(See also on page 23.)	-----	
EARNINGS.		Buffalo & Susquehanna RR Corp				Central Vermont				Chicago Great Western			
		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue	183,250	132,031	559,502	376,598	292,325	247,816	697,012	630,454	55,674	51,027	158,144	172,26	
Passenger revenue	6,164	6,549	17,513	18,472	61,095	69,522	176,223	207,941	6,270	15,696			

**Chicago Milwaukee & St Paul**

EARNINGS.	Month of March				Jan. 1 to March 31			
	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
\$	\$	\$	\$	\$	\$	\$	\$	
Freight revenue	7,345,782	6,369,194	17,541,611	16,573,209	755,701	760,492	1,763,713	2,103,757
Passenger revenue	1,664,670	1,484,799	4,484,699	4,222,281	313,058	206,966	803,195	672,294
Tot., incl. other rev.	9,925,214	8,757,232	24,740,499	23,622,970	1,153,558	1,051,047	2,829,535	2,988,978
Expenses—Maint.way	789,086	697,027	2,588,331	2,005,522	85,748	98,532	245,878	287,435
Maint. of equipm't.	2,552,937	1,479,420	6,776,434	4,612,344	264,929	225,712	788,641	653,065
Traffic expenses	123,921	158,242	368,976	451,194	22,944	31,704	69,846	87,555
Transportation exp.	4,229,329	3,688,751	12,966,415	11,132,132	474,514	337,083	1,272,669	968,885
Total, incl. other	7,947,992	6,183,252	23,320,868	18,613,174	873,640	731,021	2,458,705	2,089,870
Net from railroad	1,977,222	2,573,979	1,419,631	5,009,795	279,917	320,026	370,829	899,108
Taxes (less war taxes)	516,348	458,580	1,549,050	1,382,470	37,727	36,400	115,575	113,400
Net after taxes	1,424,796	2,108,923	-167,438	3,618,051	242,061	233,626	254,955	785,866
Net after rents	1,390,787	1,918,922	-53,361	3,210,053	306,517	391,187	483,343	1,129,084
War taxes	31,385	94,157	-----	-----	11,124	-----	31,124	-----
Aver. miles of r'd oper.	10,303	10,221	-----	-----	337	337	-----	-----

**Cincinnati New Orl & Texas Pac**

EARNINGS.	Month of March				Jan. 1 to March 31			
	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
\$	\$	\$	\$	\$	\$	\$	\$	
Freight revenue	7,345,782	6,369,194	17,541,611	16,573,209	755,701	760,492	1,763,713	2,103,757
Passenger revenue	1,664,670	1,484,799	4,484,699	4,222,281	313,058	206,966	803,195	672,294
Tot., incl. other rev.	9,925,214	8,757,232	24,740,499	23,622,970	1,153,558	1,051,047	2,829,535	2,988,978
Expenses—Maint.way	789,086	697,027	2,588,331	2,005,522	85,748	98,532	245,878	287,435
Maint. of equipm't.	2,552,937	1,479,420	6,776,434	4,612,344	264,929	225,712	788,641	653,065
Traffic expenses	123,921	158,242	368,976	451,194	22,944	31,704	69,846	87,555
Transportation exp.	4,229,329	3,688,751	12,966,415	11,132,132	474,514	337,083	1,272,669	968,885
Total, incl. other	7,947,992	6,183,252	23,320,868	18,613,174	873,640	731,021	2,458,705	2,089,870
Net from railroad	1,977,222	2,573,979	1,419,631	5,009,795	279,917	320,026	370,829	899,108
Taxes (less war taxes)	516,348	458,580	1,549,050	1,382,470	37,727	36,400	115,575	113,400
Net after taxes	1,424,796	2,108,923	-167,438	3,618,051	242,061	233,626	254,955	785,866
Net after rents	1,390,787	1,918,922	-53,361	3,210,053	306,517	391,187	483,343	1,129,084
War taxes	31,385	94,157	-----	-----	11,124	-----	31,124	-----
Aver. miles of r'd oper.	10,303	10,221	-----	-----	337	337	-----	-----

**Cripple Creek & Colorado Springs**

EARNINGS.	Month of February				Jan. 1 to Feb. 28			
	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
\$	\$	\$	\$	\$	\$	\$	\$	
Freight revenue	7,345,782	6,369,194	17,541,611	16,573,209	755,701	760,492	1,763,713	2,103,757
Passenger revenue	1,664,670	1,484,799	4,484,699	4,222,281	313,058	206,966	803,195	672,294
Tot., incl. other rev.	9,925,214	8,757,232	24,740,499	23,622,970	1,153,558	1,051,047	2,829,535	2,988,978
Expenses—Maint.way	789,086	697,027	2,588,331	2,005,522	85,748	98,532	245,878	287,435
Maint. of equipm't.	2,552,937	1,479,420	6,776,434	4,612,344	264,929	225,712	788,641	653,065
Traffic expenses	123,921	158,242	368,976	451,194	22,944	31,704	69,846	87,555
Transportation exp.	4,229,329	3,688,751	12,966,415	11,132,132	474,514	337,083	1,272,669	968,885
Total, incl. other	7,947,992	6,183,252	23,320,868	18,613,174	873,640	731,021	2,458,705	2,089,870
Net from railroad	1,977,222	2,573,979	1,419,631	5,009,795	279,917	320,026	370,829	899,108
Taxes (less war taxes)	516,348	458,580	1,549,050	1,382,470	37,727	36,400	115,575	113,400
Net after taxes	1,424,796	2,108,923	-167,438	3,618,051	242,061	233,626	254,955	785,866
Net after rents	1,390,787	1,918,922	-53,361	3,210,053	306,517	391,187	483,343	1,129,084
War taxes	31,385	94,157	-----	-----	11,124	-----	31,124	-----
Aver. miles of r'd oper.	10,303	10,221	-----	-----	337	337	-----	-----

**Chicago Peoria & St Louis**

EARNINGS.	Month of March				Jan. 1 to March 31			
	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
\$	\$	\$	\$	\$	\$	\$	\$	
Freight revenue	165,503	136,088	393,625	415,712	82,600	89,688	221,103	242,053
Passenger revenue	20,845	21,335	60,944	63,299	19,507	16,385	57,778	46,400
Tot., incl. other rev.	195,421	166,198	477,763	504,113	105,799	109,318	293,454	3,0,373
Expenses—Maint.way	25,782	20,946	67,446	60,870	22,285	19,020	55,993	44,672
Maint. of equipm't.	54,760	34,040	151,228	98,381	32,861	29,203	96,176	81,556
Traffic expenses	5,269	5,947	16,302	18,026	1,421	1,051	4,206	3,227
Transportation exp.	93,510	72,522	268,842	214,785	50,295	47,418	149,417	122,596
Total, incl. other	185,427	139,116	524,266	409,406	110,221	99,266	316,894	260,365
Net from railroad	9,993	27,082	46,502	94,707	4,421	10,052	23,439	40,007
Taxes (less war taxes)	6,750	6,000	20,250	18,000	5,000	5,000	15,000	15,000
Net after taxes	3,243	21,082	-66,752	76,688	9,421	5,052	-38,439	25,007
Net after rents	29	9,710	-87,994	60,849	-19	9,733	717	49,101
War taxes	17	67	-----	-----	42	43	-----	-----
Aver. miles of r'd oper.	247	255	-----	-----	197	197	-----	-----

**Coal & Coke**

EARNINGS.	Month of March				Jan. 1 to March 31			
	1918.	1917.	1918.	1917.	1918.	1917.</		

Detroit Grand Haven & Milwaukee				Elgin Joliet & Eastern				Galveston Wharf			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue.....	\$ 172,000	193,000	453,000	484,000	1,214,970	1,185,839	2,855,978	3,248,545	-----	-----	-----
Passenger revenue.....	37,000	41,000	99,000	123,500	16	29	29	82	-----	-----	-----
Tot. incl. other rev. Expenses—Maint.way	254,140	278,131	666,115	715,681	1,447,130	1,269,209	3,350,543	3,525,172	192,474	119,017	239,647
Maint. of equipm't.	25,906	33,466	83,957	76,280	136,345	116,631	569,477	310,682	1,077	1,193	3,161
Traffic expenses.....	68,365	44,298	146,870	113,348	278,299	381,213	888,333	1,020,249	1,010	1,166	3,027
Transportation exp.	3,942	5,139	13,363	15,838	6,715	7,683	19,395	23,584	472	238	1,289
Total, incl. other.	155,695	163,875	495,289	474,745	548,936	518,925	1,559,516	1,312,485	28,484	49,820	72,382
Net from railroad.....	271,866	252,524	762,572	698,582	997,698	1,045,675	3,120,305	2,727,480	54,037	75,082	144,459
Taxes (less war taxes)	-17,726	25,606	96,458	7,098	449,432	223,534	230,238	797,692	38,436	43,935	95,187
Net after taxes.....	3,444	3,620	10,332	10,860	50,772	47,940	152,318	143,920	12,300	10,500	36,900
Net after rents.....	21,179	21,829	-106,820	5,653	398,659	175,594	77,919	653,767	26,136	33,435	58,287
War taxes.....	59,102	24,824	-180,219	-122,105	279,786	-2,854	267,898	96,695	1,000	3,000	124,72
Aver. miles of r'd oper.	49	49	190	190	-280	804	801	13	13	13	13
Detroit Toledo & Ironton											
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue.....	\$ 147,189	198,687	315,001	549,453	982,802	968,868	2,895,353	2,843,975	315,523	213,965	914,476
Passenger revenue.....	10,586	11,792	25,287	35,433	209,134	196,214	634,378	611,033	103,979	69,362	324,325
Tot. incl. other rev.	173,899	226,587	377,633	627,633	1,253,908	1,230,720	3,702,164	3,637,815	455,806	308,546	1,337,370
Expenses—Maint.way	28,425	21,205	90,329	52,801	804,840	498,516	324,496	329,142	38,015	27,888	106,921
Maint. of equipm't.	67,600	30,811	191,105	84,109	163,727	148,142	484,033	401,615	59,413	46,217	170,969
Traffic expenses.....	2,610	4,567	9,199	12,466	19,227	21,468	59,373	63,542	9,017	12,811	32,492
Transportation exp.	126,829	133,229	360,778	393,993	539,175	307,751	1,030,469	904,554	202,707	128,714	597,996
Total, incl. other.	234,882	197,064	679,204	566,938	678,084	616,208	2,016,916	1,803,037	319,924	227,417	940,777
Net from railroad.....	-60,983	29,523	-301,570	60,938	575,823	614,512	1,685,248	1,834,778	135,882	81,128	396,592
Taxes (less war taxes)	8,500	8,000	25,500	24,000	50,985	38,642	152,956	115,928	5,950	5,890	17,850
Net after taxes.....	69,483	21,387	-327,084	36,408	524,764	575,857	1,532,199	1,718,837	129,930	75,234	378,655
Net after rents.....	66,986	14,047	-340,882	7,916	509,186	535,529	1,501,655	1,612,708	108,329	88,527	330,138
War taxes.....	441	441	284	269	1,028	1,028	-----	-----	428	328	2,181
Aver. miles of r'd oper.	-----	-----	-----	-----	1,989	1,989	-----	-----	347	347	-----
Duluth & Iron Range											
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue.....	\$ 87,620	75,367	230,421	218,748	4,937,779	4,120,327	11,639,247	11,086,565	519,000	545,000	1,392,000
Passenger revenue.....	20,822	21,476	59,188	65,462	786,412	726,938	2,079,529	2,113,369	141,000	117,000	359,000
Tot. incl. other rev.	121,266	103,934	326,360	311,330	6,301,952	5,412,142	15,567,712	14,855,221	718,424	716,482	1,920,455
Expenses—Maint.way	74,939	80,707	201,375	173,215	804,840	498,516	2,114,730	1,401,721	76,912	63,374	279,750
Maint. of equipm't.	75,053	65,334	211,654	193,883	1,813,977	1,437,728	5,040,244	4,200,703	257,028	142,466	654,632
Traffic expenses.....	770	1,358	3,364	3,619	82,209	90,216	241,594	284,423	15,442	16,709	51,856
Transportation exp.	97,984	80,962	306,745	247,142	3,457,095	2,606,413	9,452,924	7,565,993	372,175	338,868	1,136,677
Total, incl. other.	260,725	240,734	764,895	654,329	6,345,888	4,790,144	17,400,680	13,924,352	746,758	586,571	2,203,716
Net from railroad.....	-139,459	-136,800	-438,534	-342,998	-43,936	621,998	1,832,977	930,869	-28,334	129,910	-283,261
Taxes (less war taxes)	7,786	5,762	20,992	19,553	236,897	224,485	671,144	673,455	37,649	37,235	112,947
Net after taxes.....	147,246	142,562	-459,569	-362,552	-282,086	396,968	2,506,106	2,533,819	66,063	92,662	396,283
Net after rents.....	120,222	140,361	-381,199	-359,463	-353,638	138,083	2,455,138	354,687	158,310	23,749	340,331
War taxes.....	126	292	-----	-----	1,559	11,654	-----	-----	5,577	5,577	93,18
Aver. miles of r'd oper.	410	413	601	599	(See also on page 23.)	7,143	-----	-----	347	347	-----
Duluth Missabe & Northern											
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue.....	\$ 114,881	118,449	295,248	343,105	763,947	613,198	1,648,876	1,585,379	4,796,296	4,190,360	12,406,559
Passenger revenue.....	34,970	29,669	95,612	88,284	40,875	40,080	123,847	123,062	1,238,183	1,171,257	3,245,327
Tot. incl. other rev.	169,272	171,155	455,190	496,652	870,955	708,802	1,976,938	1,869,428	5,684,800	4,606,910	17,477,864
Expenses—Maint.way	130,314	101,064	338,057	293,160	110,965	54,293	600,239	167,216	1,220,640	790,129	2,826,385
Maint. of equipm't.	144,650	116,061	380,640	333,076	145,658	95,957	384,095	266,072	1,230,646	1,064,690	3,547,837
Traffic expenses.....	3,596	3,152	10,161	9,731	10,776	7,443	49,490	33,560	92,378	107,743	270,067
Transportation exp.	120,114	104,328	384,606	308,386	266,414	210,701	765,639	609,117	2,964,481	2,359,446	9,237,621
Total, incl. other.	440,005	353,839	1,237,916	1,007,523	451,841	394,868	1,331,579	1,147,463	5,705,300	4,431,453	16,483,939
Net from railroad.....	270,733	182,684	-782,726	-510,871	140,995	208,214	-350,706	3,8,925	979,499	1,575,456	993,925
Taxes (less war taxes)	13,635	9,357	34,662	25,659	47,464	31,275	120,681	93,825	456,117	449,229	1,340,967
Net after taxes.....	284,369	-192,042	-817,388	-536,530	93						

EARNINGS.		Illinois Central				Lehigh & Hudson River				Louisville Henderson & St Louis			
		Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.
ight revenue		\$ 6,827,451	\$ 5,220,497	11,488,899	14,587,916	\$ 178,943	\$ 161,658	429,354	452,326	\$ 166,749	\$ 133,426	445,653	379,744
senger revenue		1,466,077	1,261,272	4,261,073	3,821,686	3,817	3,872	11,293	11,364	47,425	32,713	128,751	97,710
Tot., incl. other rev-		8,883,534	7,070,898	22,427,061	20,094,968	187,364	176,535	462,901	504,327	226,217	176,687	602,692	507,467
enses—Maint. way		1,062,101	880,349	3,489,753	2,511,872	23,691	11,468	60,894	53,799	34,307	23,180	88,875	66,157
Maint. of equipm't		1,652,110	1,393,499	4,774,923	4,275,187	30,036	28,446	88,665	87,761	22,589	16,440	76,284	53,680
Traffic expenses		76,483	114,273	253,204	348,920	1,346	1,430	4,595	4,203	5,801	4,706	17,504	14,579
Transportation exp-		3,214,006	2,295,729	9,223,724	6,657,000	80,169	69,813	233,672	197,863	84,916	55,250	255,936	165,884
Total, incl. other		6,231,375	4,872,236	18,399,049	14,362,876	139,638	115,662	401,364	356,822	152,352	103,742	451,730	311,375
from railroad		2,652,158	2,198,661	4,028,012	5,732,092	47,725	60,873	61,537	147,504	73,864	72,344	150,961	196,092
(less war taxes)		432,762	395,168	1,201,986	1,123,853	6,000	5,600	18,000	16,800	3,930	4,300	11,746	11,900
Net after taxes		2,218,748	1,802,083	2,818,990	4,605,405	41,724	55,273	43,535	130,704	69,787	67,819	139,049	183,962
after rents		2,282,264	2,079,956	3,333,024	5,418,419	41,432	42,337	31,913	87,204	53,931	51,098	97,051	147,520
taxes		34,413	105,674	103,239	105,674	2,500	-----	7,500	-----	200	200	-----	-----
per. miles of r'd oper.		4,765	4,766	96	96	96	96	96	96	200	200	96	96
<b>International &amp; Great Northern</b>		<b>International &amp; Great Northern</b>				<b>Lehigh &amp; New England</b>				<b>Maine Central</b>			
EARNINGS.		Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.
ight revenue		\$ 771,716	\$ 582,578	2,088,826	1,774,781	\$ 282,624	\$ 251,537	642,451	729,477	\$ 774,063	\$ 823,127	1,977,022	2,233,964
senger revenue		291,978	216,830	841,936	596,948	1,464	1,433	4,433	4,345	305,115	264,605	805,552	712,171
Tot., incl. other rev-		1,150,316	868,340	3,191,803	2,587,512	293,732	264,536	682,359	768,849	1,160,808	1,169,965	3,008,201	3,200,342
enses—Maint. way		132,661	131,056	369,374	391,984	34,094	35,951	111,350	101,251	190,635	113,631	638,819	376,212
Maint. of equipm't		203,648	142,779	568,710	432,069	57,605	45,657	162,860	135,177	224,124	165,982	641,581	499,141
Traffic expenses		19,408	25,555	59,306	69,273	2,551	2,681	7,407	6,723	10,455	11,995	31,522	33,283
Transportation exp-		469,536	365,026	1,337,341	1,076,209	108,496	90,670	301,730	241,183	651,925	511,943	1,927,340	1,526,969
Total, incl. other		857,130	676,519	2,426,889	2,022,614	210,074	183,781	605,843	510,007	1,108,836	837,916	3,328,792	2,524,352
from railroad		293,186	191,821	764,914	564,898	83,657	80,755	76,515	258,842	51,971	332,049	320,592	675,990
(less war taxes)		30,000	39,638	90,000	119,638	8,211	10,335	25,524	28,005	68,228	58,705	204,685	176,117
Net after taxes		262,365	151,732	673,654	444,654	75,446	70,420	50,990	230,837	16,256	273,333	525,329	499,790
after rents		228,087	119,941	594,485	339,335	94,851	101,010	104,426	260,773	40,333	279,926	582,862	510,260
taxes		510	979	-----	9,151	42,334	-----	-----	12,156	1,216	32,550	-----	-----
per. miles of r'd oper.		1,159	1,159	296	296	296	296	296	296	388	388	(See also on page 23.)	-----
<b>Kansas City Mexico &amp; Orient RR</b>		<b>Kansas City Mexico &amp; Orient RR</b>				<b>Lehigh Valley</b>				<b>Midland Valley</b>			
EARNINGS.		Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.
ight revenue		\$ 90,869	\$ 75,230	250,657	224,673	\$ 3,982,336	\$ 3,665,079	9,148,945	9,388,622	\$ 209,664	\$ 156,746	567,772	459,820
senger revenue		10,346	10,042	32,878	31,179	391,584	327,343	1,030,633	957,668	57,406	46,164	161,777	130,659
Tot., incl. other rev-		106,720	90,831	298,162	270,689	4,739,972	4,322,091	11,193,749	11,284,987	277,776	211,263	764,637	615,554
enses—Maint. way		19,006	15,056	50,356	42,316	414,745	438,339	1,341,150	1,315,621	37,509	43,308	125,103	120,747
Maint. of equipm't		41,232	30,275	107,920	85,069	1,055,343	753,186	2,932,186	2,110,444	33,087	46,684	96,394	105,014
Traffic expenses		4,963	5,635	14,393	16,292	54,536	75,488	197,305	244,388	2,994	2,775	8,839	8,434
Transportation exp-		60,307	49,988	167,397	137,395	2,360,535	1,933,696	6,852,180	5,545,116	92,146	68,428	292,002	204,554
Total, incl. other		131,936	107,758	359,564	299,622	3,983,467	3,300,403	11,625,503	9,521,202	177,277	171,763	554,317	465,279
from railroad		25,216	16,927	61,402	28,933	756,505	1,021,687	431,753	1,763,784	100,499	39,502	210,320	150,275
(less war taxes)		6,250	6,000	18,750	18,060	161,470	167,500	484,411	487,500	7,995	5,137	21,649	15,413
Net after taxes		31,466	22,927	80,152	46,993	594,652	854,082	916,844	1,275,963	92,493	34,333	188,625	134,681
after rents		28,588	20,421	73,390	41,276	570,705	832,000	984,443	1,079,842	90,644	32,083	186,622	127,918
taxes		376	465	465	465	1,164	1,154	1,164	1,154	106	212	-----	-----
per. miles of r'd oper.		272	272	302	302	302	302	302	302	388	388	(See also on page 23.)	-----
<b>Kans City Mex &amp; Or Ry of Texas</b>		<b>Kans City Mex &amp; Or Ry of Texas</b>				<b>Los Angeles &amp; Salt Lake</b>				<b>Mineral Range</b>			
EARNINGS.		Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.	Month of March	Jan. 1 to March 31	1918.	1917.
ight revenue		\$ 85,062	\$ 86,513	257,734	247,707	\$ 763,864	\$ 766,917	1,910,984	1,837,141	\$ 86,807	\$ 98,996	259,228	281,486
senger revenue		10,137	15,372	33,073	98,071	276,641	264,044	942,184	719,244	2,729	2,873	7,291	8,540
Tot., incl. other rev-		99,909	107,204	306,249	313,058	1,120,747	1,114,200	3,104,489	2,811,618	91,428	104,111	273,705	296,241
enses—Maint. way		16,292	23,150	52,825	61,796	151,916	110,973	486,000	311,429	14,527	19,730	49,369	60,515
Maint. of equipm't		25,375	24,474	82,407	71,212	187,542	155,975	577,930	461,502	20,904	20,066	57,026	60,676
Traffic expenses		4,362	3,788	12,383	11,568	3,521	3,800	10,431	11,207	439	390	1,332	1,338
Transportation exp-		461,406	50,318	156,243	162,033	414,390	309,748	1,142,740	871,723	51,981	60,184	165,157	161,484

Missouri Kansas & Texas Lines				New Orleans & North Eastern				New York Central System (Conc.)			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 2,886,822	2,225,579	7,302,025	6,662,244	\$ 365,015	270,279	947,858	831,238
Passenger revenue				1,204,678	712,729	3,297,915	2,209,091	118,011	48,626	337,250	155,061
Tot. incl. other rev.				4,388,298	3,201,157	11,479,024	9,626,786	517,906	353,275	1,419,009	1,116,625
Expenses—Maint.way				598,673	632,190	1,705,608	1,904,811	50,516	43,436	146,284	109,838
Maint. of equipm't.				969,303	592,413	2,684,227	1,859,459	68,755	62,472	239,261	192,682
Traffic expenses				56,959	63,336	179,815	197,258	8,482	11,546	25,796	33,651
Transportation exp.				1,782,899	1,224,617	5,149,971	3,777,742	165,386	112,024	552,061	355,630
Total, incl. other				3,591,837	2,636,576	10,217,590	8,213,904	309,659	245,592	1,005,331	749,525
Net from railroad				776,460	564,581	1,261,434	1,412,882	208,247	107,683	413,677	367,099
Taxes (less war taxes)				153,314	131,767	413,678	387,163	27,627	19,500	91,567	58,800
Net after taxes				622,646	430,532	848,951	1,021,432	180,619	88,183	321,613	308,294
Net after rents				437,115	414,450	308,667	925,282	178,133	98,314	315,101	317,280
War taxes				10,970		34,555		4,619		12,619	
Aver. miles of r'd oper.				3,369		3,864 (See also on page 24.)		203		203	
Missouri Oklahoma & Gulf				New Orleans Great Northern				Indiana Harbor Belt			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 131,983	113,154	355,518	376,527	\$ 133,709	\$ 2,602	367,260	286,741
Passenger revenue				28,068	20,406	82,624	61,650	36,872	26,675	95,906	77,642
Tot. incl. other rev.				168,415	140,599	459,691	457,563	178,735	117,563	484,880	391,377
Expenses—Maint.way				33,283	23,332	87,437	58,377	20,898	14,485	55,285	41,939
Maint. of equipm't.				42,194	28,141	111,500	83,965	30,159	22,979	88,973	66,652
Traffic expenses				2,566	4,100	3,882	13,651	4,250	3,151	9,864	9,246
Transportation exp.				79,404	75,480	246,853	224,059	50,944	40,475	174,439	122,207
Total, incl. other				165,368	138,843	478,602	403,476	122,228	87,482	350,309	259,973
Net from railroad				3,046	1,355	-18,910	54,287	56,506	30,080	134,570	131,404
Taxes (less war taxes)				9,000	10,897	27,000	25,823	8,256	5,221	24,552	17,671
Net after taxes				6,103	9,142	-46,115	28,460	48,247	24,661	109,900	113,387
Net after rents				24,855	40,446	-100,196	45,904	54,287	38,952	120,183	146,970
War taxes								690		1,750	
Aver. miles of r'd oper.				332	332			284		1,750	
Missouri Pacific				New Orleans Texas & Mexico System				Kanawha & Michigan			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 5,300,823	4,701,892	13,641,112	11,732,328	\$ 275,255	217,874	708,991	635,1
Passenger revenue				1,465,775	1,036,892	4,184,382	2,422,799	47,619	21,548	124,214	88,888
Tot. incl. other rev.				7,338,285	6,261,130	19,470,926	15,442,952	229,101	107,896	568,067	336,638
Expenses—Maint.way				967,267	948,262	2,654,870	2,657,605	35,311	17,262	79,016	55,369
Maint. of equipm't.				1,218,345	1,046,411	3,545,192	3,382,922	26,922	16,019	89,765	43,178
Traffic expenses				118,623	146,110	355,052	413,552	3,686	3,438	10,893	16,093
Transportation exp.				2,754,586	2,075,074	8,017,321	5,213,676	44,220	34,595	153,899	105,095
Total, incl. other				5,230,996	4,350,791	15,088,564	12,060,250	116,002	77,678	351,818	242,022
Net from railroad				2,107,208	1,910,338	4,382,362	3,382,701	113,098	30,218	216,249	94,715
Taxes (less war taxes)				278,485	309,607	817,645	670,058	3,080	1,400	9,180	4,200
Net after taxes				1,827,781		3,561,411		109,968	28,780	206,694	90,476
Net after rents				1,444,032	1,597,309	2,845,867	2,701,057	118,238	40,580	230,898	117,696
War taxes				17,811		17,811		44,401	1,720	104,143	30,762
Aver. miles of r'd oper.				5	5	396	-----	250		750	-----
EARNINGS.								118	118		
Monongahela Connecting				Beaumont Sour Lake & Western				Lake Erie & Western			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue											
Passenger revenue											
Tot. incl. other rev.				194,498	201,817	451,191	524,090	141,898	74,737	386,946	235,836
Expenses—Maint.way				25,409	41,097	77,824	97,574	13,201	14,004	40,126	37,072
Maint. of equipm't.				30,216	25,636	82,003	65,414	14,385	5,964	42,796	18,584
Traffic expenses				375	330	1,148	1,018	2,281	2,051	7,019	6,031
Transportation exp.				80,414	72,967	246,159	199,863	43,790	30,897	124,834	78,626
Total, incl. other				149,949	143,839	420,654	375,848	78,256	56,626	226,780	150,471
Net from railroad				44,549	57,978	30,536	148,242	63,641	18,111	160,166	85,365
Taxes (less war taxes)				2,385	1,893	6,498	5,324	2,150	1,750	6,450	5,250
Net after taxes				42,163	56,084	24,037	142,917	61,458	16,365	153,678	80,111
Net after rents				40,631	35,847	-9,536	77,046	44,401	1,720	104,143	30,762
War taxes				157				250		750	
Aver. miles of r'd oper.				5	5	396	-----	548		548	
EARNINGS.											
Nashville Chattanooga & St Louis				St Louis Brownsville & Mexico				Michigan Central			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 1,159,929	\$ 822,620	2,936,501	2,367,798	\$ 188,592	187,334	594,908	580,489
Passenger revenue				360,993	242,091	1,000,153	751,131	91,005	129,016	273,006	438,640
Tot. incl. other rev.				1,619,268	1,175,238	4,216,713	3,473,548	308,027	340,036	946,030	1,090,381
Expenses—Maint.way				142,393	116,544	403,978					

EARNINGS.				New York Chicago & St Louis				Northern Pacific System (Concl.)				Pennsylvania Sys (Concluded)				Monongahela				
Month of March				Jan. 1 to March 31				Month of March				Jan. 1 to March 31				Month of March				
1918.	1917.	1918.	1917.	\$	\$	\$	\$	1918.	1917.	1918.	1917.	\$	\$	\$	\$	1918.	1917.	1918.	1917.	
Freight revenue				1,542,648	1,188,373	3,443,751	3,408,274	70,763	70,806	180,029	208,749	183,502	162,200	484,803	456,790	1918.	1917.	1918.	1917.	
Passenger revenue				77,256	84,774	201,229	262,228	25,558	23,600	69,204	65,219	20,865	11,198	53,106	30,485	210,717	176,572	551,740	496,260	
Tot. incl. other rev.				1,665,171	1,329,707	3,772,963	3,827,859	100,199	100,008	264,598	290,068	54,022	31,700	155,546	72,774	1918.	1917.	1918.	1917.	
Expenses—Maint.way				175,283	97,445	536,617	317,553	11,598	9,773	29,027	28,416	19,250	11,550	50,566	41,462	272,841	251,392	747,932	628,512	
Maint. of equipm't.				40,309	44,571	120,141	136,898	11,570	10,470	39,582	32,827	1,119	705	3,088	2,473	724,317	666,230	2,058,902	1,990,096	
Traffic expenses				1,256,515	1,100,165	3,590,797	3,182,822	65,521	61,462	210,947	176,986	155,363	91,572	451,273	258,039	Total, incl. other.				
Transportation exp.				408,655	229,541	182,166	645,036	34,677	38,546	53,651	113,081	55,353	84,999	100,467	238,220	Net from railroad				
Taxes (less war taxes)				57,500	50,000	172,500	150,000	5,005	5,000	13,148	14,781	3,754	6,000	11,316	18,000	Net after taxes				
Net after rents				351,038	179,541	9,549	495,034	29,671	33,545	40,502	98,293	51,598	78,999	87,148	220,220	War taxes				
Aver. miles of r'd oper.				263,026	84,520	263,655	214,747	24,476	25,305	26,693	73,071	19,712	55,949	12,475	150,391	571	570	(See also on page 24.)	111	
								195	195			108		108					108	
EARNINGS.				New York New Haven & Hartford				Northwestern Pacific				New York Philadelphia & Norfolk				Monongahela				
Month of March				Jan. 1 to March 31				Month of March				Month of March				Month of March				
1918.	1917.	1918.	1917.	\$	\$	\$	\$	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue				3,839,393	3,520,080	9,025,338	9,435,328	183,579	156,346	532,220	453,336	95,139	867,765	911,056	355,274	284,197	867,765	911,056	Passenger revenue	
Passenger revenue				2,750,834	2,477,430	7,766,398	7,299,057	141,226	130,920	386,107	353,165	235,372	115,991	235,372	115,991	7,544,256	6,923,847	19,451,768	19,360,413	
Tot. incl. other rev.				7,544,256	6,923,847	19,451,768	19,360,413	362,162	325,801	1,025,099	908,904	518,173	353,718	1,219,880	1,111,700	Expenses—Maint.way				
Expenses—Maint.way				881,619	598,159	2,480,986	1,667,320	63,354	68,725	192,086	186,578	47,422	53,999	117,445	135,998	Maint. of equipm't.				
Maint. of equipm't.				1,311,421	953,804	3,560,548	2,773,437	42,607	50,290	127,045	142,293	130,133	81,634	292,986	223,232	Traffic expenses				
Traffic expenses				42,582	35,885	117,177	110,417	3,929	4,763	12,902	13,838	9,534	4,785	25,262	14,125	Transportation exp.				
Transportation exp.				6,100,335	4,997,513	17,170,161	14,148,144	253,265	257,969	764,523	739,893	443,504	322,857	1,170,481	905,391	Total, incl. other.				
Total, incl. other.				1,443,921	1,926,333	2,281,606	5,212,268	108,897	67,832	260,576	169,010	74,669	30,861	49,199	206,308	Net from railroad				
Net from railroad				290,000	278,000	822,000	828,000	20,962	18,457	62,856	55,168	14,043	13,984	41,850	41,954	Taxes (less war taxes)				
Taxes (less war taxes)				1,153,488	1,647,490	1,455,829	4,383,193	87,934	49,360	197,712	113,822	60,624	16,865	7,347	164,030	Net after taxes				
Net after taxes				756,156	1,192,012	396,400	3,110,505	88,122	50,228	200,042	106,897	54,276	17,054	6,871	174,187	Net after rents				
Net after rents				12,000	60,000	60,000	-----	1,401	3,036	-----	-----	8,923	9,902	23,770	29,708	War taxes				
War taxes				2,007	1,988	568	(See also on page 24.)	507	507	-----	-----	121	112			Aver. miles of r'd oper.				
EARNINGS.				New York Ontario & Western				Pennsylvania Sys—Eastern Lines				Union RR of Baltimore				Monongahela				
Month of March				Jan. 1 to March 31				Month of March				Month of March				Month of March				
1918.	1917.	1918.	1917.	\$	\$	\$	\$	1918.	1917.	1918.	1917.	\$	\$	\$	\$	1918.	1917.	1918.	1917.	
Freight revenue				641,792	505,354	1,683,135	1,358,637	15,778,600	15,714,457	38,699,312	40,647,851	112,175	138,193	303,375	380,546	1918.	1917.	1918.	1917.	
Passenger revenue				78,122	72,388	223,690	217,399	6,639,228	3,799,143	17,592,550	10,943,084	64,516	33,264	172,055	89,853	24,499,567	21,581,463	63,845,576	57,404,698	
Tot. incl. other rev.				815,944	683,339	2,182,576	1,879,975	3,305,335	2,182,576	1,879,975	3,305,335	2,297,825	4,956,262	2,180,497	10,690,427	1918.	1917.	1918.	1917.	
Expenses—Maint.way				78,457	63,628	235,853	185,052	42,221	49,619	71,135	62,216	2,377	2,290	18,072	18,339	170,684	146,292	83,635	72,388	
Maint. of equipm't.				170,684	146,292	485,260	363,564	6,536	6,623	23,301	25,466	11,726	12,826	3,673	3,754	192,789	170,994	57,019	57,019	
Traffic expenses				422,519	324,031	1,195,825	892,003	696,978	563,467	1,999,591	1,524,800	101,811	87,646	143,569	182,979	23,151,742	16,625,200	66,026,073	46,714,270	
Transportation exp.				Total, incl. other.				276,253	233,800	812,634	681,087	82,152	71,059	193,501	190,472	290,000	227,842	8,429	8,429	
Total, incl. other.				118,965	119,872	182,984	355,175	2,297,825	2,180,497	10,690,427	10,690,427	10,830	5,077	28,042	23,629	Net from railroad				
Net from railroad				22,720	18,000	66,220	54,000	867,507	752,752	2,555,109	2,258,256	146,157	151,226	387,264	402,018	Taxes (less war taxes)				
Taxes (less war taxes)				98,005	101,874	116,524	301,173	1,428,526	4,201,519	7,424,642	8,426,072	31,789	18,814	340,866	340,866	Net after taxes				
Net after taxes				35,771	112,050	105,157	326,617	17,281	14,296	57,063	14,365	2,271	2,193	6,908	6,579	Net after rents				
Net after rents				2,747	51,879	8,779	568	104,078	1,049,079	3,994,163	6,091,377	103,256</td								

Pennsylvania Sys (Concluded)				Port Reading				St Louis Southwestern System			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
EARNINGS.				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Freight revenue				\$ 91,822	\$ 61,950	\$ 230,531	\$ 174,850	\$ 169,304	\$ 153,051	\$ 286,697	\$ 386,910
Passenger revenue				33,814	33,206	97,259	101,988				
Tot., incl. other rev.				731,577	101,404	344,743	296,353	214,323	175,616	401,554	445,949
Expenses—Maint.way				20,926	17,430	55,565	49,583	18,921	6,802	24,931	24,447
Maint. of equipm't				33,926	27,807	96,291	80,996	12,866	11,402	54,194	30,326
Traffic expenses				2,191	2,606	7,076	7,192	40	38	120	116
Transportation exp.				63,564	43,590	179,179	121,261	88,566	92,425	307,923	291,353
Total, incl. other				125,121	96,589	351,398	273,198	120,913	110,851	390,895	347,962
Net from railroad				6,455	4,814	6,655	23,155	93,410	64,765	10,659	97,987
Taxes (less war taxes)				8,500	7,500	25,500	22,500	10,000	10,000	30,000	30,000
Net after taxes				2,044	2,685	32,155	655	83,410	54,765	19,340	67,987
Net after rents				10,341	17,877	13,050	60,793	60,794	5,221	-101,460	82,550
War taxes				6	8			388	388	1,166	1,166
Aver. miles of r'd oper.				247	247	(See also on page 24.)		21	21		
Peoria & Pekin Union				Richmond-Washington System				St Louis Southwestern Ry of Texas			
EARNINGS.				Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue				\$ 23,611	\$ 15,658	\$ 61,229	\$ 42,990	\$ 166,848	\$ 128,850	\$ 452,927	\$ 533,875
Tot., incl. other rev.				6,431	6,440	18,112	18,208	234,533	151,154	617,069	433,885
Expenses—Maint.way				117,694	104,996	293,354	295,321	443,901	387,880	1,206,767	1,109,547
Maint. of equipm't				10,115	11,671	33,559	28,457	28,266	32,541	71,757	88,230
Traffic expenses				19,518	14,532	53,174	40,787	55,051	39,310	156,022	117,287
Transportation exp.				26	38	54	55	3,399	3,378	10,647	11,886
Total, incl. other				71,309	67,470	207,443	195,840	190,103	135,877	505,341	383,937
Net from railroad				104,887	96,773	304,554	274,731	290,418	224,565	782,633	640,185
Taxes (less war taxes)				12,806	8,223	-11,199	20,590	153,482	163,315	424,134	469,361
Net after taxes				9,452	8,000	28,402	23,500	12,625	11,183	37,902	34,714
Net after rents				3,354	223	-39,602	-2,909	140,613	152,109	385,965	434,582
War taxes				21,271	16,098	15,981	45,208	119,005	139,910	352,175	382,438
Aver. miles of r'd oper.				47	97	-----		30,661	91,700	-----	
19	19	-----		87	87	-----		87	87	-----	
Pere Marquette				Washington Southern				San Antonio & Aransas Pass			
EARNINGS.				Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue				\$ 1,818,241	\$ 1,463,530	\$ 3,853,384	\$ 3,747,114	\$ 49,385	\$ 61,837	\$ 153,969	\$ 180,552
Tot., incl. other rev.				286,641	332,656	722,975	932,305	147,471	89,219	380,564	251,783
Expenses—Maint.way				2,281,208	1,996,408	5,085,760	5,275,207	250,318	196,525	677,415	564,594
Maint. of equipm't				260,237	132,085	798,511	376,999	17,338	13,683	48,130	32,410
Traffic expenses				406,804	525,510	1,071,437	1,374,284	28,431	18,785	88,184	59,902
Transportation exp.				32,951	30,996	95,416	107,055	1,355	1,395	4,068	4,895
Total, incl. other				916,669	932,630	2,577,956	2,674,751	97,290	64,689	262,293	186,451
Net from railroad				1,676,110	1,672,213	4,730,730	4,619,998	150,768	104,520	420,454	306,858
Taxes (less war taxes)				605,097	324,194	355,030	575,209	99,549	92,005	256,961	257,736
Net after taxes				52,476	47,431	154,941	113,858	5,453	5,352	16,378	14,320
Net after rents				552,458	276,584	199,544	457,814	94,115	86,631	240,551	243,393
War taxes				397,116	37,416	136,425	287,405	73,490	72,745	189,114	196,499
Aver. miles of r'd oper.				8,911	23,757	-----		15,167	45,241	-----	
2,245	2,248	-----		35	35	-----		415	468	-----	
Philadelphia & Reading				Rutland				Seaboard Air Line			
EARNINGS.				Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue				\$ 5,122,456	\$ 4,648,412	\$ 12,255,268	\$ 12,677,499	\$ 248,655	\$ 218,829	\$ 583,432	\$ 566,493
Tot., incl. other rev.				581,286	563,583	1,735,777	1,675,420	85,366	95,199	234,691	270,629
Expenses—Maint.way				6,064,844	5,562,556	15,038,778	15,421,834	384,730	358,271	957,385	962,452
Maint. of equipm't				492,108	274,333	1,378,428	841,373	54,456	39,792	127,538	113,607
Traffic expenses				1,365,605	1,074,535	3,750,079	2,626,772	71,005	63,609	210,776	180,132
Transportation exp.				34,096	52,062	130,934	138,351	8,733	9,205	24,461	26,212
Total, incl. other				2,771,302	2,292,179	8,138,009	6,575,606	206,907	147,765	551,961	413,190
Net from railroad				4,782,078	3,810,915	13,749,078	10,479,357	349,999	269,444	941,928	758,403
Taxes (less war taxes)				1,282,766	1,751,641	1,289,700	4,942,476	34,730	88,826	15,457	204,049
Net after taxes				137,094	138,163	412,500	414,581	17,562	17,864	54,023	54,243
Net after rents				1,145,669	1,612,758	877,140	4,525,517	17,168	70,961	-38,570	149,803
War taxes				597,295	1,242,122	419,544	3,334,306	22,043	83,020	-11,609	200,069
Aver. miles of r'd oper.				33,333	40,215	100,000	120,645	1,294	1,294	2,499	-----
1,126	1,127	-----		4761	4752	-----		415	468	-----	
Pittsburgh & Shawmut				St Louis & San Francisco System				South Buffalo			
EARNINGS.				Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue				1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue				\$ 101,814	\$ 99,206	\$ 271,116	\$ 270,616	\$ 3,399,141	\$ 3,111,430	\$ 8,569,548	\$ 8,979,573
Tot., incl. other rev.				4,791	4,590	12,522	11,295	1,517,746	1,042,625	4,243,491	3,064,398
Expenses—Maint.way				107,633	104,555	286,622	284,436	5,243,208	4,456,161	13,820,371	13,040,125
Maint. of equipm't				22,737	14,237	60,125	36,779	781,010	557,858	1,617,086	1,617,086
Traffic expenses				23,018	17,823	72,092	47,272	1,076,868	818,725	3,096,249	2,408,935
Transportation exp.				1,064	947	3,181	2,729	53,569	64,960	163,528	198,693
Total, incl. other				33,439	27,810	101,582	81,069	1,996,986	1,541,251	5,827,639	4,436,032
Net from railroad				84,912	63,245	247,947</td					

Southern Railway System (Concl.)				Southern Pacific System (Concl.)				Tennessee Central			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue.		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue.		167,645	135,006	459,563	409,305	120,325	116,788	359,470	332,158	138,079	95,350
Tot., incl. other rev.		87,875	60,558	265,572	211,535	37,298	30,325	105,391	84,681	48,781	29,293
Expenses—Maint. way		282,928	228,310	800,670	717,190	168,259	158,274	495,449	448,444	196,416	134,617
Maint. of equipm't.		34,702	33,082	100,347	100,026	41,370	41,253	72,969	50,372	39,427	21,603
Traffic expenses.		54,626	46,882	163,820	135,579	7,976	21,098	48,263	53,652	36,364	21,252
Transportation exp.		6,290	7,022	19,727	21,868	2,122	2,238	6,293	6,486	4,038	5,060
Total, incl. other.		115,178	88,001	338,951	262,107	78,001	46,523	204,974	146,969	86,754	50,972
Net from railroad.		224,100	185,677	665,592	549,679	132,733	88,322	342,417	268,886	174,142	105,350
Taxes (less war taxes)		58,828	42,633	135,077	167,511	35,526	69,951	153,031	179,558	22,273	29,266
Net after taxes.		14,232	11,478	40,806	35,721	6,140	5,530	19,220	17,342	5,376	4,800
Net after rents.		44,581	30,902	93,791	131,301	29,360	64,241	133,748	161,911	16,897	24,466
War taxes.		53,550	50,338	114,779	185,552	27,769	58,790	108,665	144,081	73	93
Aver. miles of r'd oper.		402	402	3,400	-----	10,561	700	3,644	2,100	293	294
Mobile & Ohio				Louisiana Western				Terminal RR Assoc'n of St Louis			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue.		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue.		876,292	893,947	2,413,356	2,601,753	235,246	196,624	664,873	545,256	2,934	383
Tot., incl. other rev.		142,394	115,926	405,191	342,257	91,741	74,219	267,669	215,758	-----	7,612
Expenses—Maint. way		1,089,920	1,067,642	3,007,509	3,127,923	347,269	289,190	988,260	811,980	304,302	275,913
Maint. of equipm't.		134,464	121,605	332,272	365,983	52,362	26,613	85,577	73,505	53,616	29,091
Traffic expenses.		323,789	227,947	888,896	677,301	46,103	31,306	117,919	95,648	41,653	17,627
Transportation exp.		38,243	38,494	111,006	116,877	7,668	8,043	22,639	24,526	845	911
Total, incl. other.		463,960	369,013	1,378,315	1,073,728	82,484	62,073	237,334	192,092	119,234	105,683
Net from railroad.		992,276	790,945	2,855,692	2,335,492	199,566	137,061	496,473	412,829	221,693	159,291
Taxes (less war taxes)		97,643	276,606	151,816	792,430	147,702	152,129	491,786	399,150	82,609	116,622
Net after taxes.		41,396	43,648	128,988	124,617	10,918	16,339	40,128	49,017	28,716	31,038
Net after rents.		56,138	232,876	22,278	667,123	136,688	135,688	451,413	349,954	53,871	85,583
War taxes.		90,912	309,668	45,465	886,623	129,244	137,882	428,517	354,316	194,031	217,908
Aver. miles of r'd oper.		1,159	1,160	9,600	-----	32,039	19,232	-----	-----	1,597	8,666
Southern Ry in Mississippi				Morgan's Louisiana & Texas RR & SS				St Louis Merchants Bridge & Terminal			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue.		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue.		61,611	54,128	181,449	182,333	493,480	373,681	1,335,063	1,050,822	420	586
Tot., incl. other rev.		39,615	27,025	130,564	90,018	144,996	115,441	413,155	338,356	-----	1,203
Expenses—Maint. way		110,896	89,344	340,723	281,449	681,000	527,148	1,867,939	1,497,774	277,408	250,008
Maint. of equipm't.		24,319	23,786	67,235	75,714	96,379	72,713	207,928	168,061	43,519	28,466
Traffic expenses.		10,505	11,127	30,509	27,245	64,179	87,023	227,291	229,333	34,424	11,813
Transportation exp.		47,935	43,144	150,929	129,614	192,881	181,122	597,992	469,348	170,108	152,756
Total, incl. other.		89,675	85,501	267,440	254,526	380,666	366,425	1,116,494	945,188	254,890	199,528
Net from railroad.		21,221	3,842	73,282	26,972	300,333	160,722	751,444	552,586	22,517	50,480
Taxes (less war taxes)		9,000	9,546	27,000	28,659	22,906	27,705	82,069	83,116	8,000	7,516
Net after taxes.		12,219	-5,724	18,276	-1,712	277,330	131,822	668,661	467,858	14,517	42,903
Net after rents.		-5,128	22,482	-7,881	-52,270	269,412	134,659	637,97	474,919	8,752	15,111
War taxes.		278	280	-----	-----	32,829	8,783	-----	-----	142	9
Southern Pacific System				Texas & New Orleans				Texas & Pacific			
Southern Pacific		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March	
Freight revenue.		8,038,119	7,642,182	22,387,153	21,076,912	400,966	341,086	1,167,143	1,011,215	1,341,612	1,128,602
Passenger revenue.		3,284,552	2,657,936	8,771,144	7,255,769	149,343	119,671	412,949	325,328	522,462	504,236
Tot., incl. other rev.		12,332,023	11,251,113	34,024,092	31,006,108	600,136	505,006	1,725,373	1,469,950	-----	-----
Expenses—Maint. way		1,978,442	1,215,657	4,499,967	3,372,868	116,651	61,129	217,562	159,178	-----	-----
Maint. of equipm't.		2,024,233	1,545,054	5,753,840	4,584,985	58,681	79,231	274,271	238,058	223,973	203,285
Traffic expenses.		158,594	172,218	476,792	548,275	8,023	10,332	23,072	28,551	323,198	222,430
Transportation exp.		5,123,072	4,294,091	14,839,742	11,769,197	210,386	174,415	611,092	472,536	808,210	784,033
Total, incl. other.		9,719,787	7,616,812	26,905,911	21,499,597	421,347	349,617	1,214,671	973,983	1,476,626	1,298,172
Net from railroad.		2,612,236	3,634,301	7,118,181	9,506,511	178,788	155,389	510,701	495,966	528,406	457,270
Taxes (less war taxes)		550,311	557,851	1,708,596	1,641,654	19,500	20,594	65,500	64,811	80,936	80,000
Net after taxes.		2,059,385	3,074,234	5,403,408	7,855,413	159,101	134,404	444,733	430,105	440,987	376,696
Net after rents.		2,422,107	3,174,024	6,585,970	8,185,496	156,950	140,440	406,798	-----	414,191	329,096
War taxes.		87,364	7,065	332,876	-----	35,175	3,628	-----	-----	13,888	41,666
Arizona Eastern				Spokane International				Toledo St Louis & Western			
Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31	
Freight revenue.		1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.
Passenger revenue.		312,031	322,615	877,293	949,457	63,193	54,457	164,584	143,339	1,341,612	1,128,602
Tot., incl. other rev.		51,341	56,318	145,964	158,813	14,681	17,149	39,824	4		

## RAILWAY EARNINGS

[VOL. 106.]

Union Pacific System				Utah				Western Pacific				
EARNINGS.		Month of March		Jan. 1 to March 31		Month of March		Jan. 1 to March 31		Month of March		
Freight revenue	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917. <td>1918.</td> <th>1917.</th> <td>1918.</td>	1918.	1917.	1918.	
Passenger revenue	5,010,635	3,965,528	13,048,952	10,714,780	90,259	-----	298,602	-----	649,480	630,997	1,985,806	
Tot. incl. other rev.	1,268,791	910,772	3,410,030	2,532,479	504	-----	1,710	-----	79,427	99,004	248,410	
Expenses—Maint.way	6,899,885	5,413,676	18,247,139	14,783,042	91,248	-----	301,567	-----	772,286	763,226	2,348,498	
Maint. of equipm't	778,503	745,510	2,093,269	1,833,579	7,693	-----	24,828	-----	150,799	123,351	371,708	
Traffic expenses	1,114,312	761,814	3,284,915	2,249,923	8,504	-----	28,502	-----	93,250	67,955	318,818	
Transportation exp.	84,936	110,438	262,764	343,599	150	-----	343	-----	18,003	19,953	59,739	
Total, incl. other	1,975,055	1,747,812	5,910,197	5,136,620	18,860	-----	67,620	-----	262,133	229,458	812,628	
Net from railroad	4,278,777	3,626,553	12,535,267	10,341,800	43,113	-----	140,229	-----	554,436	473,627	1,650,730	
Taxes (less war taxes)	2,621,107	1,787,123	5,711,871	4,441,232	48,134	-----	161,337	-----	217,850	289,599	691,768	
Net after taxes	288,642	298,600	865,926	863,800	3,417	-----	9,755	-----	40,922	36,305	123,049	
Net after rents	2,332,309	1,488,012	4,844,810	3,576,275	44,716	-----	151,582	-----	176,912	253,285	568,613	
War taxes	8,356,379	1,467,581	4,970,853	3,616,147	33,258	-----	112,358	-----	190,091	225,767	562,174	
Aver. miles of r'd oper.	80,686	242,058	-----	-----	32	-----	62	-----	597	1,486	400,773	
	3,630	3,622	-----	-----	100	-----	-----	-----	1,007	957	-----	
Oregon Short Line				Vicksburg Shreveport & Pacific				Western Ry. of Alabama				
EARNINGS.	Month of March	-----	Jan. 1 to March 31	Month of March	-----	Jan. 1 to March 31	Month of March	-----	Jan. 1 to March 31	Month of March	-----	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 1,884,314	\$ 1,719,183	5,112,242	4,627,243	\$ 137,038	\$ 106,182	368,740	\$ 324,965	\$ 112,651	\$ 83,633	318,373	210,882
Passenger revenue	498,738	414,144	1,359,517	1,126,084	59,690	40,222	177,138	125,728	62,517	46,596	178,034	129,655
Tot. incl. other rev.	2,564,239	2,300,884	7,020,535	6,240,315	219,904	174,737	618,652	519,363	190,163	144,277	539,743	379,902
Expenses—Maint.way	372,775	263,973	933,946	681,577	22,248	18,386	59,281	51,540	23,194	15,879	70,433	46,887
Maint. of equipm't	339,549	261,521	1,014,413	789,456	38,616	27,573	105,828	82,492	33,429	25,693	101,382	72,317
Traffic expenses	26,342	36,252	87,085	109,652	5,841	4,936	10,875	13,816	4,287	6,396	14,461	19,614
Transportation exp.	665,985	615,952	2,084,615	1,859,625	64,132	58,697	194,981	161,393	58,462	47,319	173,612	120,890
Total, incl. other	1,526,932	1,293,335	4,485,474	3,778,725	140,432	115,966	405,384	331,100	126,694	101,746	383,595	279,314
Net from railroad	1,037,306	1,007,458	2,535,060	2,461,589	79,471	58,771	213,268	188,262	63,468	42,530	156,148	100,587
Taxes (less war taxes)	160,754	143,410	476,262	430,230	9,000	9,500	27,000	28,500	6,000	6,063	18,000	18,191
Net after taxes	876,373	863,125	2,058,306	2,029,890	70,471	49,271	186,268	159,762	57,468	36,466	138,148	82,387
Net after rents	900,572	883,146	2,176,046	2,119,644	69,737	56,922	191,124	172,378	55,316	42,349	134,848	101,992
War taxes	24,500	23,500	73,500	-----	1,443	725	4,275	3,775	4,300	1,320	12,900	-----
Aver. miles of r'd oper.	2,311	2,307	-----	-----	171	171	-----	-----	133	133	-----	-----
Oregon Washington RR & Navigation				Virginian				Wheeling & Lake Erie				
EARNINGS.	Month of March	-----	Jan. 1 to March 31	Month of March	-----	Jan. 1 to March 31	Month of March	-----	Jan. 1 to March 31	Month of March	-----	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 1,215,510	\$ 1,040,616	3,177,850	2,889,733	\$ 708,307	\$ 774,114	1,960,794	2,118,982	\$ 968,512	\$ 588,348	1,984,618	1,650,595
Passenger revenue	489,156	373,199	1,361,572	1,047,256	47,093	35,677	128,768	105,013	33,729	54,422	92,444	148,692
Tot. incl. other rev.	1,920,014	1,544,483	5,054,408	4,305,841	816,914	857,702	2,247,112	2,351,311	865,476	699,882	2,250,188	1,956,173
Expenses—Maint.way	293,506	261,146	920,847	675,890	90,585	62,848	237,949	184,790	134,053	25,586	345,557	206,622
Maint. of equipm't	230,877	179,642	682,857	526,800	167,342	125,335	461,945	362,670	185,292	113,695	570,089	352,037
Traffic expenses	36,244	46,532	114,675	137,277	5,422	5,561	18,111	16,883	7,185	7,308	20,742	22,385
Transportation exp.	709,690	543,247	2,017,579	1,593,908	348,669	261,483	963,011	694,997	340,625	255,755	1,063,943	755,973
Total, incl. other	1,392,659	1,131,483	4,076,190	3,216,107	629,491	487,702	1,732,332	1,349,499	693,042	484,805	2,077,917	1,399,463
Net from railroad	527,354	413,000	978,217	1,039,734	187,422	370,000	514,780	1,001,812	172,433	215,076	172,270	556,709
Taxes (less war taxes)	123,946	99,600	371,734	298,000	41,245	34,000	121,495	102,000	48,700	42,712	144,660	128,745
Net after taxes	403,315	313,142	606,244	790,575	146,164	335,999	393,263	899,805	123,413	172,363	27,217	427,964
Net after rents	368,312	268,897	507,210	685,846	138,520	365,858	395,134	984,206	77,000	85,227	165,320	151,158
War taxes	1,835	5,050	5,505	5,050	9,755	30,505	-----	-----	1,382	1,382	-----	-----
Aver. miles of r'd oper.	8,006	7,981	-----	-----	518	512	(See also on page 24.)	-----	512	512	-----	-----
Total Company				Wabash				Yazoo & Mississippi Valley				
EARNINGS.	Month of March	-----	Jan. 1 to March 31	Month of March	-----	Jan. 1 to March 31	Month of March	-----	Jan. 1 to March 31	Month of March	-----	
1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	1918.	1917.	
Freight revenue	\$ 7,110,459	\$ 6,725,327	21,239,044	18,231,756	-----	-----	-----	-----	1,431,286	1,036,544	3,593,270	2,975,173
Passenger revenue	2,256,685	1,698,115	6,131,119	4,705,819	-----	-----	-----	-----	362,590	242,070	1,075,793	788,232
Tot. incl. other rev.	11,384,138	9,259,043	30,322,082	25,329,198	-----	-----	-----	-----	1,863,666	1,359,996	4,888,130	4,014,732
Expenses—Maint.way	1,444,844	1,270,629	3,948,062	3,191,046	-----	-----	-----	-----	207,217	262,969	637,883	661,645
Maint. of equipm't	1,684,738	1,202,977	4,982,185	3,566,179	-----	-----	-----	-----	324,060	24,0125	912,419	657,255
Traffic expenses	147,552	193,222	464,524	590,528	-----	-----	-----	-----	15,770	22,253	52,357	65,705
Transportation exp.	3,350,730	2,907,011	10,012,391	8,590,153	-----	-----	-----	-----	588,945	500,245	1,703,750	1,379,898
Total, incl. other	7,198,368	6,051,371	21,096,931	17,336,641	-----	-----	-----	-----	1,177,681	1,019,814	4,430,607	2,867,300
Net from railroad	4,185,767	3,207,671	9,225,148	7,992,555	-----	-----	-----	-----	685,984	340,181	1,457,523	1,147,432
Taxes (less war taxes)	573,342	541,610	1,713,922	1,592,030								

## COMPANY RETURNS

All the figures in the foregoing pages are transcripts of the monthly returns as filed with the Inter-State Commerce Commission at Washington. Some railroad companies still issue monthly statements of their own, though under Government control the number of these has been greatly reduced. The form of these company returns is often different from that prescribed by the Commerce Commission. In some instances the figures in the two returns correspond, but the company statements go beyond the requirements of the Commission and give fixed charges and income from investments in addition to earnings and expenses.

It is our purpose that each issue of the "Railway Earnings Section" shall furnish an absolutely complete record of all monthly returns, in whatever form issued, that may be put out by any steam railroad in the United States. Accordingly, we bring together on this and the following page all the company statements where they differ in any way from the returns to the Commission, or where they embrace more facts than are contained in the returns. In these instances, of course, uniformity is lacking. Each company makes up its statement according to its own conception of what will serve best to convey a correct idea of the course of its income in the distinctive circumstances that may attend its operations or the character of its business. We in turn give the statements in the precise form furnished by the companies. Obviously, we cannot undertake to reconcile differences or discrepancies that may appear between the company figures and the Inter-State Commerce returns.

*It should be distinctly understood that where the company statements are identical with those rendered to the Commerce Commission, and do not include any additional items, we do not undertake to repeat them here. In such cases reader must look for the figures among the detailed statements on preceding pages, which include every steam road that is obliged to make monthly returns to the Commission.*

## Bellefonte Central

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Receipts	\$ 7,069	\$ 6,856	\$ 18,544	\$ 21,489
Operating expenses	5,815	6,036	18,603	20,303
Net revenue	1,254	820	def 59	1,186
Interest and taxes	210	247	630	741
Surplus over charges	1,044	573	def 689	445

## Boston &amp; Maine

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Gross earnings	5,169,542	4,734,582	13,217,506	13,254,745
Operating expenses and taxes	4,915,004	4,181,426	14,032,103	11,642,247
Net earnings	254,538	553,156	814,597	1,612,498
Other income	79,781	109,168	222,723	285,692
Surplus	972,137	1,054,458	2,855,412	3,099,692
Balance	637,818	392,134	3,447,286	1,201,502

## Buffalo &amp; Susquehanna RR Corporation

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Total operating revenue	\$ 192,519	\$ 141,229	\$ 585,589	\$ 402,358
Total operating expenses	177,044	117,757	498,727	327,199
Net operating revenue	15,474	23,472	86,862	75,158
Accrued	6,400	2,600	19,200	7,800
Collectible revenues				
Operating income	9,074	20,872	67,662	67,358
Net income	53,609	64,446	144,836	193,629
Gross income	62,684	85,318	212,499	260,988
Interest, rentals, &c.	22,603	23,464	68,138	70,433
Surplus	40,080	61,854	144,361	190,555
Profit and other reserve funds	1,525	1,162	4,554	3,487
Profit and loss balance	38,554	60,691	139,806	187,068

## Buffalo Rochester &amp; Pittsburgh

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Operating revenue	\$ 1,419,578	\$ 1,143,108	\$ 3,600,351	\$ 3,048,568
Operating expenses	1,225,215	926,381	3,540,066	2,475,073
Net revenue	194,363	216,727	60,285	573,495
Collectible revenue				
Operating income	160,862	183,726	-40,300	490,491
c. and non-operating income	97,385	112,732	297,556	337,464
Gross income	258,248	296,459	257,255	827,955
Expenses and taxes	185,273	176,438	557,504	527,445
Net income	72,974	120,021	-300,249	300,510

## Chesapeake &amp; Ohio

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Railway operating revenues	5,188,751	4,465,765	12,965,321	12,365,846
Railway operating expenses	3,722,948	2,987,081	10,572,577	8,577,105
Net revenue, railway operations	1,465,803	1,478,684	2,392,744	3,788,741
Railway tax accruals	190,000	134,500	570,000	403,500
Railway operating income	1,275,803	1,344,184	1,822,744	3,385,241
Other income	67,872	209,231	476,392	613,107
Gross income	1,343,675	1,553,415	2,299,136	3,998,348
Interest on debt	717,288	707,734	2,148,660	2,120,220
Rentals and other payments	101,938	96,625	314,579	279,441
Net income	524,449	749,055	-164,103	1,598,887

## Chicago Great Western

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Operating revenue	\$ 1,617,601	\$ 1,357,722	\$ 4,067,241	\$ 3,787,589
Operating expenses	1,217,093	1,027,402	3,524,807	2,958,167
Net revenue	400,508	330,320	542,434	829,422
Taxes and various Cr. & Dr.	233,210	211,206	664,766	603,853
Net income after charges	167,298	119,114	-122,332	225,569

## RAILWAY EARNINGS

## COMPANY RETURNS

All the figures in the foregoing pages are transcripts of the monthly returns as filed with the Inter-State Commerce Commission at Washington. Some railroad companies still issue monthly statements of their own, though under Government control the number of these has been greatly reduced. The form of these company returns is often different from that prescribed by the Commerce Commission. In some instances the figures in the two returns correspond, but the company statements go beyond the requirements of the Commission and give fixed charges and income from investments in addition to earnings and expenses.

It is our purpose that each issue of the "Railway Earnings Section" shall furnish an absolutely complete record of all monthly returns, in whatever form issued, that may be put out by any steam railroad in the United States. Accordingly, we bring together on this and the following page all the company statements where they differ in any way from the returns to the Commission, or where they embrace more facts than are contained in the returns. In these instances, of course, uniformity is lacking. Each company makes up its statement according to its own conception of what will serve best to convey a correct idea of the course of its income in the distinctive circumstances that may attend its operations or the character of its business. We in turn give the statements in the precise form furnished by the companies. Obviously, we cannot undertake to reconcile differences or discrepancies that may appear between the company figures and the Inter-State Commerce returns.

*It should be distinctly understood that where the company statements are identical with those rendered to the Commerce Commission, and do not include any additional items, we do not undertake to repeat them here. In such cases reader must look for the figures among the detailed statements on preceding pages, which include every steam road that is obliged to make monthly returns to the Commission.*

## Duluth South Shore &amp; Atlantic

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Operating revenue	\$ 323,524	\$ 344,630	\$ 848,945	\$ 906,530
Operating expenses	310,067	245,253	902,444	706,326
Net operating revenue	13,457	99,377	53,499	200,204
Other income	5,936	5,533	19,087	16,474
Total net	19,393	104,910	34,412	216,678
Interest, taxes, &c.	101,326	121,065	308,880	321,779
Net income	-\$81,933	-\$16,155	-\$43,292	-\$105,101

## Fonda Johnstown &amp; Gloversville

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Total railway operating revenues	\$ 89,230	\$ 90,198	\$ 244,073	\$ 247,303
Railway operating expenses	53,557	49,099	151,493	145,074
Net revenue from railway oper.	35,672	41,099	92,580	102,229
Railway tax accruals	4,500	4,200	13,500	12,200
Railway operating income	31,172	36,899	79,080	90,029
Miscellaneous operating income	-\$754	-\$684	-\$1,793	-\$1,654
Total operating income	30,418	36,214	77,286	88,374
Non-operating income	2,877	1,561	8,677	10,311
Gross income	33,295	37,776	85,964	98,685
Total deductions from gross income	32,771	32,983	96,792	97,803
Net income	524	4,792	-10,828	882

## Hocking Valley

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Miles operated	349	349	349	349
Railway operating revenues	855,525	756,265	2,210,775	2,050,613
Railway operating expenses	706,981	519,575	2,188,085	1,476,279
Net revenue, railway operations	148,544	236,690	22,690	574,334
Railway tax accruals	58,200	49,000	174,600	147,000
Railway operating income	90,344	187,690	-151,910	427,334
Other income	74,911	113,420	152,878	348,202
Gross income	165,255	301,110	968	775,536

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## Minneapolis St Paul &amp; Sault Ste Marie

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Railroad and outside revenues	1,464,349	1,507,244	4,008,117	4,044,686
Railroad and outside expenses	1,159,991	1,083,844	3,555,024	2,992,700
Net revenue	304,358	421,401	453,093	1,051,986
Taxes	132,610	120,518	379,708	303,193
Uncollectible Ry. Rev.			9	
Operating income	171,748	300,883	73,376	748,793

## Chicago Division.

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Railroad and outside revenue	1,049,432	946,793	2,527,536	2,837,001
Railroad and outside expenses	810,139	684,303	2,303,674	1,929,588
Net revenue	239,293	262,490	223,862	907,413
Taxes	74,180	50,286	204,496	164,083
Uncollectible Ry. Rev.			9	
Operating income	165,113	212,204	19,366	743,330

## Missouri Kansas &amp; Texas

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Miles operated (average)	3,869	3,865	3,869	3,865
Operating revenues	4,368,298	3,201,157	11,479,025	9,626,786
Operating expenses	3,591,338	2,636,576	10,217,591	8,213,904
Net operating revenue	776,460	564,581	1,261,434	1,412,882
Taxes accrued	164,285	131,768	448,234	387,164
Operating income	612,175	432,813	813,200	1,025,718
Dedu. from inc., less other income	178,739	10,822	517,325	84,635
Income available for interest	433,436	421,991	295,875	941,083
Interest	562,823	552,096	1,689,163	1,647,320
Net income	129,387	130,105	1,393,288	706,237

## New Orleans Texas &amp; Mexico

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Mileage operated	919	919	919	962
Total oper. revenue	\$696,289	\$542,485	\$1,958,912	\$1,708,227
Operating expenses & taxes	430,450	380,045	1,293,445	1,105,894
Operating income	265,839	162,440	665,467	560,333
Other income	11,068	21,247	41,519	36,316
Gross income	276,907	183,687	706,986	638,649
Total deductions	64,437	55,672	189,755	169,969
Net income	211,470	128,015	517,234	468,680

## New York Chicago &amp; St Louis

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
Operating revenues	1,665,171	1,329,707	3,772,963	3,827,859
Operating expenses	1,256,516	1,100,166	3,590,797	3,182,823
Net operating revenue	408,655	229,541	182,166	645,036
Taxes and uncollectible railway revenues	60,117	50,000	180,116	150,001
Operating income	348,538	179,541	2,050	495,035
Other income	18,439	17,416	55,555	46,039
Gross income	366,977	196,977	61,605	541,074
Deductions from income	220,337	208,567	682,693	617,037
Net income	146,640	11,590	621,088	75,963

## New York Central System

	Month of March		Jan. 1 to March 31	
	1918.	1917.	1918.	1917.
New York Central RR (Excluding Boston & Albany RR)				
Operating revenues	20,120,436	17,158,064	50,197,277	46,693,755
Operating expenses	15,436,221	12,723,101	44,270,850	36,324,062
Net operating revenue	4,684,215	4,434,963	5,926,427	10,369,693
Taxes & uncollectible railway rev.	946,132	906,064	2,531,959	2,544,186
Operating income	3,738,083	3,528,899	3,394,468	7,825,507
Other income	1,292,476	1,235,170	3,953,259	4,470,278
Gross income	5,030,559	4,764,069	7,347,727	12,295,785
Deductions from income	3,487,078	3,599,064	10,757,446	10,759,162
Net income	1,543,481	1,165,005	3,409,719	1,536,623
Boston & Albany				
Operating revenues	1,899,723	1,773,665	4,952,032	4,882,748
Operating expenses	1,608,719	1,401,456	4,647,970	4,019,459
Net operating revenue	291,004	372,209	304,062	863,289
Taxes & uncollectible railway rev.	75,344	63,422	225,464	196,638
Operating income	215,660	308,787	78,598	666,651
Other income	31,906	33,452	93,498	95,077
Gross income	247,566	342,239	172,096	761,728
Deductions from income	409,810	396,823	1,243,589	1,218,090
Net income	-162,244	-54,584	1,071,493	-456,362
Cincinnati Northern				
Operating revenues	217,133	172,276	526,364	523,982
Operating expenses	176,061	148,620	486,466	429,110
Net operating revenue	41,072	23,656	39,898	94,872
Taxes & uncollectible railway rev.	10,000	7,000	30,003	21,002
Operating income	31,072	16,656	9,995	73,870
Other income	1,239	866	3,460	2,573
Gross income	32,311	17,522	13,355	76,423
Deductions from income	19,235	19,209	48,887	48,155
Net income	13,076	-1,687	-35,532	28,268
Cleveland Cin Chic & St Louis (Including Peoria & Eastern Ry)				
Operating revenues	5,367,638	4,115,347	12,999,516	11,438,068
Operating expenses	3,639,824	2,942,917	10,543,797	8,844,146
Net operating revenue	1,727,814	1,172,430	2,455,719	2,593,922
Taxes & uncollectible railway rev.	221,343	160,425	664,254	481,583
Operating income	1,506,471	1,012,005	1,791,465	2,112,339
Other income	175,309	108,907	516,308	386,432
Gross income	1,681,780	1,120,912	2,307,773	2,498,771
Deductions from income	696,309	612,391	2,101,477	2,010,840
Net income	985,471	508,521	206,296	487,931

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	Month of March		Jan. 1 to Mar.	
	1918.	1917.	1918.	1917.
Kanawha & Michigan				
Operating revenues	350,348	256,881	891,877	74,74
Operating expenses	268,323	211,720	772,173	59
Net operating revenue	82,025	45,161	119,704	14
Taxes & uncollectible railway rev.	22,458	16,525	57,243	5
Operating income	59,567	28,636	82,460	9
Other income	51,690	70,393	111,538	21
Gross income	111,259	99,029	173,998	31
Deductions from income	26,429	27,409	78,769	8
Net income	84,828	71,620	95,229	23

	Month of March		Jan. 1 to Mar.	
	1918.	1917.	1918.	1917.
Lake Erie & Western				
Operating revenues	806,089	682,310	1,893,064	1,97
Operating expenses	581,862	478,238	1,679,763	1,37
Net operating revenue	224,227	204,072	213,301	60
Taxes & uncollectible railway rev.	27,059	27,190	77,410	7
Operating income	197,168	176,882	135,891	52
Other income	8,579	8,825	29,738	3
Gross income	205,747	185,707	165,629	55
Deductions from income	100,378	140,828	276,726	37
Net income	105,374	44,879	111,097	17